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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALLENTOWN, PA

LEHIGH VALLEY INTL **ILS or LOC Rwy 13¹**
VOR-A²

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²NA when local weather not available.

ALTOONA, PA

ALTOONA-BLAIR

COUNTY **ILS or LOC Rwy 21¹**
RNAV (GPS) Rwy 3²
RNAV (GPS) Y Rwy 21³
VOR-A⁴

¹ILS, Category D, 1100-3. LOC, Category D, 1100-3.

²Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3

³Category D, 1200-3.

⁴Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1200-3.

BECKLEY, WV

RALEIGH COUNTY

MEMORIAL **ILS or LOC Rwy 19¹²**
RNAV (GPS) Rwy 1³
RNAV (GPS) Rwy 10¹³
RNAV (GPS) Rwy 19¹³
RNAV (GPS) Rwy 28¹⁴
VOR Rwy 10¹³
VOR Rwy 19¹³

¹NA when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

BLUEFIELD, WV

MERCER COUNTY . **VOR/DME or GPS Rwy 23**
VOR Rwy 23

NA when class E airspace not in effect.

NAME ALTERNATE MINIMUMS

BRADFORD, PA

BRADFORD RGNL **VOR Rwy 14**
Category C, 800-2½; Category D, 800-2½.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER

FIELD **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV

YEAGER **ILS or LOC Rwy 5¹**
ILS or LOC Rwy 23²
VOR/DME RNAV or GPS Rwy 33³
VOR or GPS-A³

¹ILS, Categories A,B,C, 700-2.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

CLARKSBURG, WV

NORTH CENTRAL

WEST VIRGINIA **ILS or LOC Rwy 21¹²**
RNAV (GPS) Rwy 3³⁵
RNAV (GPS) Rwy 21³⁵
VOR or GPS Rwy 3⁴⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 900-2½. LOC, Category D, 900-2½.

³NA when local weather not available.

⁴NA when control tower is closed, except for operators with approved weather reporting service.

⁵Category D, 900-2½.

COATESVILLE, PA

CHESTER COUNTY

G O CARLSON **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

NAME ALTERNATE MINIMUMS
DOYLESTOWN, PA
 DOYLESTOWN VOR Rwy 23
 NA when local weather not available.

DUBOIS, PA
 DUBOIS RGNL ILS or LOC Rwy 25
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

ELKINS, WV
 ELKINS-RANDOLPH COUNTY JENNINGS-
 RANDOLPH FIELD LDA-C¹
 RNAV (GPS)-A²³
 RNAV (GPS) Rwy 5²⁴
 RNAV (GPS) Rwy 14²⁵
 RNAV (GPS) Rwy 23²⁶

¹Categories A, B, 1200-2; Category C, 1400-3;
 Category D, 1500-3.

²NA when local weather not available.

³Categories A, B, 1700-2; Category C, 1700-3.

⁴Categories A, B, 1100-2; Category C, 1300-3;
 Category D, 1400-3.

⁵Categories A, B, 1500-2; Categories C, D,
 1500-3.

⁶Categories A, B, 1200-2; Category C, 1300-3;
 Category D, 1400-3.

ERIE, PA
 ERIE INTL/TOM
 RIDGE FIELD ILS or LOC Rwy 6¹²
 ILS or LOC/DME Rwy 24¹²
 NDB Rwy 6²
 NDB Rwy 24²
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR Rwy 6
 VOR/DME Rwy 24

NA when local weather not available.

¹ILS, 700-2.

²NA when control tower closed.

FRANKLIN, PA
 VENANGO RGNL ILS or LOC Rwy 21
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 VOR Rwy 3
 VOR Rwy 21
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
HARRISBURG, PA
 CAPITAL CITY ILS or LOC Rwy 8¹²
 RNAV (GPS) Rwy 8¹²
 RNAV (GPS) Rwy 26³⁴

¹Categories A, 1000-2; Category B, 1400-2;
 Categories C,D, 1400-3.

²NA when control tower closed.

³NA when local weather not available.

⁴Category A, 1200-2; Category B, 1400-2;
 Categories C, D, 1400-3.

HARRISBURG INTL ILS or LOC Rwy 13¹
 ILS or LOC Rwy 31²
 RNAV (GPS) Rwy 13³
 RNAV (GPS) Rwy 31⁴
 VOR Rwy 31³

¹Categories C,D, 700-2.

²ILS, 700-2.

³Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

⁴Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA
 HAZLETON MUNI RNAV (GPS) Rwy 10
 Category D, 900-2¾.
 NA when local weather not available.

JOHNSTOWN, PA
 JOHN MURTHA JOHNSTOWN-CAMBRIA
 COUNTY ILS or LOC Rwy 33¹
 VOR Rwy 5²
 VOR Rwy 15³

¹ILS, Categories A,B,C, 800-2; Category D,
 800-2¾. ILS, LOC, NA when control tower
 closed.

²NA when local weather not available.

³Categories A,B, 900-2; Category C,
 900-2½; Category D, 900-2¾.

LANCASTER, PA
 LANCASTER ILS or LOC Rwy 8¹²³
 RNAV (GPS) Rwy 8²
 RNAV (GPS) Rwy 26²⁴
 VOR/DME Rwy 31²⁴
 VOR/DME Rwy 8²
 VOR/DME Rwy 26²⁴
 VOR Rwy 8²⁵
 VOR Rwy 31⁴

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category D, 700-2.

⁴Category D, 800-2¾.

⁵Categories A, B, 1000-2; Categories C, D,
 1000-3.

NAME LATROBE, PA
ARNOLD PALMER
RGNL ILS or LOC Rwy 23¹²³
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²
NDB Rwy 23¹⁴

¹NA when control tower closed.

²NA when local weather not available.

³ILS, LOC, Categories A, B, 1200-2; Categories C, D, 1200-3.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY ILS or LOC Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

Category C, 800-2¼; Category D, 1000-3.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD ILS or LOC Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.

Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL
HART FIELD ILS or LOC Rwy 18¹²³
RNAV (GPS) Y Rwy 18¹³
RNAV (GPS) Z Rwy 18³⁴
RNAV (GPS) Rwy 36¹³
VOR-A³⁵

¹Category D, 900-2¼.

²NA when control tower closed.

³NA when local weather not available.

⁴Category C, 800-2¼; Category D, 900-2¼.

⁵Categories A, B, 1500-2; Categories C, D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS
MUNI RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

NAME MUIR AAF (KMUI)
FORT INDIANTOWN
GAP, PA NDB-A
RNAV (GPS) -B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25
NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY
AIRPORT ILS or LOC Rwy 3¹²
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.

¹NA when control tower is closed.

²Category D, 700-2.

PHILADELPHIA, PA

NORTHEAST
PHILADELPHIA ILS or LOC Rwy 24¹²
LOC BC Rwy 6¹²
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 24²
RNAV (GPS) Rwy 33²
VOR Rwy 6¹²
VOR Rwy 24¹²

¹NA when control tower closed.

²NA when local weather not available.

PHILADELPHIA INTL ILS PRM Rwy 26¹
ILS PRM Rwy 27L²
ILS or LOC Rwy 9L³
ILS Rwy 9R⁴
ILS or LOC Rwy 17³
ILS Rwy 26⁵
ILS or LOC Rwy 27L⁶
ILS or LOC/DME Rwy 27R⁷
RNAV (GPS) Rwy 27R⁸

¹ILS, Categories A, B, C, 700-2. LOC, NA.

²ILS, 700-2. LOC, NA.

³ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

⁴ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

⁵ILS, Categories A, B, C, 700-2.

⁶ILS, 700-2.

⁷ILS, Categories B, C, D, 700-2.

⁸Category D, 800-2¼.

NAME ALTERNATE MINIMUMS
PITTSBURGH, PA
ALLEGHENY COUNTY **VOR-A**
NA when local weather not available.

PITTSBURGH INTL **ILS Rwy 10L¹**
ILS or LOC Rwy 28L¹
ILS or LOC Rwy 28R¹
RNAV (RNP) Z Rwy 10R²

¹ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.

²Categories A, B, C, D, 800-2¼.

QUAKERTOWN, PA

QUAKERTOWN **NDB Rwy 29**
RNAV (GPS) Rwy 29
NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD **ILS or LOC Rwy 13¹³**
ILS or LOC Rwy 36¹³
NDB Rwy 36²³
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²

NA when local weather not available.

¹ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when control tower closed.

SELINGSGROVE, PA

PENN VALLEY **RNAV (GPS) Rwy 17**
VOR-A
NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B¹

NA when local weather not available.

¹Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY **RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19²

NA when local weather not available.

¹Categories A,B, 1000-2;Category C, 1000-2¾.

²Category B, 900-2; Category C 1000-2¾.

NAME ALTERNATE MINIMUMS
WASHINGTON, PA
WASHINGTON COUNTY .. **RNAV (GPS) Rwy 9¹**
RNAV (GPS) Rwy 27²
VOR-B¹

NA when local weather not available.

¹Category D, 900-2¾.

²Category C, 800-2¼, Category D, 900-2¾.

WHEELING, WV

WHEELING OHIO
COUNTY **ILS or LOC Rwy 3¹**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21

Category D, 800-2¼.

NA when local weather not available.

¹NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON
INTL **ILS or LOC/DME Rwy 4¹**
ILS or LOC/DME Rwy 22¹
NDB or GPS-A²
RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 22¹

¹Category A, 900-2; Category B, 1000-2;

Category C, 1000-3; Category D, 1300-3.

²Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL **ILS Rwy 27**
Categories A,B, 1400-2; Categories C,D, 1400-3.

YORK, PA

YORK **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ZELIENOPLE, PA

ZELIENOPLE MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA)

ELEV 828

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1 ▽

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	21		AB	1260-1	432	(500-1)	C	1260-1¼	432	(500-1¼)	
			D	1260-1½	432	(500-1½)					
	3		AB	1240-1	412	(500-1)	CD	1240-1¼	412	(500-1¼)	
	12		AB	1340/24	512	(600-½)	C	1340/50	512	(600-1)	
			D	1340/60	512	(600-1¼)					
	30		AB	1300-1	472	(500-1)	C	1300-1¼	472	(500-1¼)	
			D	1300-1½	472	(500-1½)					
CIR			AB	1340-1	512	(600-1)	C	1340-1½	512	(600-1½)	
			D	1420-2	592	(600-2)					

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV 358

RADAR⁹- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x ▽

				DH/ MDA-VIS	HAT/ HATH/	
	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>
PAR	15 ¹⁷	3.25°/60/893	ABCDE	524-½	200	(200-½)
	33 ²	3.0°/45/919	AB	558-½	200	(200-½)
			CDE	558-¾	200	(200-¾)
PAR			ABCD	720-¾	396	(400-¾)
W/O GS	15 ³⁸		E	720-1	396	(400-1)
			ABCDE	640-1	282	(300-1)
ASR	33 ⁴		ABC	720-¾	362	(400-¾)
	33 ⁵		DE	720-1	362	(400-1)
	15 ⁶⁸		ABC	800-¾	476	(500-¾)
			D	800-1	476	(500-1)
			E	800-1¼	476	(500-1¼)
CIR ASR	All Rwy		A	800-1	442	(500-1)
			B	960-1	602	(700-1)
			C	960-1¾	602	(700-1¾)
			D	960-2	602	(700-2)
			E	960-2¼	602	(700-2¼)
CIR						
PAR W/O GS	All Rwy		A	800-1¼	442	(500-1¼)
			B	960-1¼	602	(700-1¼)
			C	960-1¾	602	(700-1¾)
			D	960-2	602	(700-2)
			E	960-2¼	602	(700-2¼)

¹When ALS inop, increase vis CAT ABCDE to ¾ mile. ²When ALS inop, increase vis CAT AB to ¾ mile. ³When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. ⁷GS exceeds DoD std. ⁸34:1 visual area penetrated. ⁹No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25**, climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33**, climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13**, 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24**, climb runway heading to 1600 before proceeding southbound on course.

NAME TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21**, std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3**, numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21**, multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

**BEAVER FALLS, PA**

BEAVER COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**BECKLEY, WV**

RALEIGH COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1 or std. with a min. climb of 350' per NM to 4000. **Rwy 19**, 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28**, 300-1 or std. with a min. climb of 250' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10**, immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28**, climbing right turn to 5000 via 320° heading before proceeding on course.

NOTE: **Rwy 10**, 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19**, 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28**, 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA

BEDFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 14**, 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32**, 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 4000 before turning on course. **Rwy 32**, climb to 4100 before turning on course.

BELLEFONTE, PA

BELLEFONTE

TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.

Rwy 25, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV

POTOMAC AIRPARK

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 1900-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 11**, climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29**, climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA

BLOOMSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 700-1. **Rwy 26**, 1100-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV

MERCER COUNTY (BLF)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2½ or std. with a min. climb of 238' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23**, trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA

BRADFORD RGNL

NOTE: **Rwy 5**, fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14**, trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23**, trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32**, trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV

UPSHUR COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 29**, 400-1½ or std. with a min. climb of 420' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 11**, climb via heading 105° to 2300 before proceeding on course.

NOTE: **Rwy 11**, trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.**CARLISLE, PA**

CARLISLE

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.



**CHAMBERSBURG, PA****FRANKLIN COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 24**, 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV**YEAGER (CRW)****AMDT 7 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2½ or std. w/ min. climb of 228' per NM to 1400. **Rwy 15**, std. w/ min. climb of 443' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23**, 200-1 or std. w/ min. climb of 399' per NM to 1300. **Rwy 33**, 300-1½ or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15**, for climb in visual conditions: cross Yeager Airport at or above 1800' MSL before proceeding on course. **Rwy 23**, climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5**, multiple trees beginning 51' from departure end of runway, 59' left of centerline, up to 43' AGL/922' MSL. Multiple trees beginning 58' from departure end of runway, 251' right of centerline, up to 103' AGL/1062' MSL. Trees 1.9 NM from departure end of runway, 1203' left of centerline, 58' AGL/1217' MSL. Tower 2 NM from departure end of runway, 2761' left of centerline, 184' AGL/1235' MSL. **Rwy 15**, Bush and multiple trees beginning 44' from departure end of runway, 207' left of centerline, up to 93' AGL/1132' MSL. **Rwy 23**, Obstruction light on pole 4072' from departure end of runway, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33**, multiple trees beginning 44' from departure end of runway, 235' left of centerline, up to 92' AGL/951' MSL. Multiple trees beginning 25' from departure end of runway, 120' right of centerline, up to 37' AGL/1016' MSL. Dome 1.1 NM from departure end of runway, 570' right of centerline, 91' AGL/1266' MSL. Trees 1.4 NM from departure end of runway, 1212' right of centerline, 81' AGL/1280' MSL.

CLARION, PA**CLARION COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6**, multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24**, multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV**NORTH CENTRAL WEST VIRGINIA (CKB)****AMDT 5 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21**, 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 031° to 2000 before proceeding on course. **Rwy 21**, climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3**, fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21**, trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA**CLEARFIELD-LAWRENCE**

TAKE-OFF MINIMUMS: **Rwy 12**, 600-2 or std. with a min. climb of 240' per NM to 2200'. **Rwy 30**, 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12**, cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30**, cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA**CHESTER COUNTY G. O. CARLSON (MQS)****ORIG 08213 (FAA)**

NOTE: **Rwy 11**, tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29**, tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.



**COLLEGEVILLE, PA**

PERKIOMEN VALLEY (N10)

ORIG 07354 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 386' from departure end of runway, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from departure end of runway, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from departure end of runway, 98' left of centerline, up to 150' AGL/400' MSL.

Rwy 27, multiple trees beginning 104' from departure end of runway, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from departure end of runway, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLVILLE, PA

JOSEPH A. HARDY CONNELLVILLE

TAKE-OFF MINIMUMS: **Rwy 14**, 1100-2. Night NA.DEPARTURE PROCEDURE: **Rwys 5, 23, 32**, climb runway heading to 3000 before proceeding on course.

Rwy 14, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA

CORRY-LAWRENCE (8G2)

ORIG 09127 (FAA)

NOTE: **Rwy 14**, trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32**, trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA

DOYLESTOWN

NOTE: **Rwy 5**, terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL.

Rwy 23, terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA

DUBOIS RGNL (DUJ)

AMDT 1 08101 (FAA)

NOTE: **Rwy 7**, wind sock 31' from departure end of runway, 452' left of centerline, 29' AGL/1833' MSL. Tree 1608' from departure end of runway, 700' right of centerline, up to 100' AGL/1859' MSL. **Rwy 25**, antenna and trees 170' from departure end of runway, 261' left of centerline, up to 75' AGL/1855' MSL. Trees 283' from departure end of runway, 419' right of centerline, up to 69' AGL/1849' MSL.

EAST STROUDSBURG, PA

STROUDSBOURG-POCONO

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA

BRADEN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.

DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18, 36** only.

EBENSBURG, PA

EBENSBURG (9G8)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.

NOTE: **Rwy 25**, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7**, numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

ELKINS-RANDOLPH COUNTY-JENNINGS

RANDOLPH FIELD

TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles.

Rwy 23, 1800-2 or std. with a min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23**, OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL.

Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD (ERI)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 314' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1300 before turning right. **Rwy 6**, climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24**, climb heading 242° to 1400 before turning left.

NOTE: **Rwy 2**, vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6**, vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20**, railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24**, railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87' AGL/826' MSL.



**FACTORYVILLE, PA**

SEAMANS FIELD (9N3)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22**, climb heading 216° to 2900 before proceeding on course.NOTE: **Rwy 4**, trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.**FAIRMONT, WV**

FAIRMONT MUNI-FRANKMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2 or 300-1 w/ min. climb of 365' per NM to 1800. **Rwy 23**, 500-3 w/ min. climb of 265' per NM to 1700 or 1200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1800 before proceeding on course. **Rwy 23**, climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.NOTE: **Rwy 5**, tree 1739' from departure end of runway, 832' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from departure end of runway, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from departure end of runway, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23**, multiple trees beginning 692' from departure end of runway, 100' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees and AAO beginning 880' from departure end of runway, 704' left of centerline, up to 200' AGL/1439' MSL.**FRANKLIN, PA**

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597' MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.**GROVE CITY, PA**

GROVE CITY (29D)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28**, 300-1 or std. w/ min. climb of 416' per NM to 1600.NOTES: **Rwy 10**, Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28**, Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL.**HARRISBURG, PA**

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12**, 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26**, 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30**, 300-1 or std. with a min. climb of 460' per NM to 700.DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 082° to 1100 before proceeding on course. **Rwy 12**, climb via heading 128° to 1400 before proceeding on course. **Rwy 26**, climb via heading 262° to 1400 before proceeding on course. **Rwy 30**, climb via heading 308° to 1500 before proceeding on course.NOTE: **Rwy 8**, tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12**, flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26**, numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30**, tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-2¼ or std. w/ min. climb of 260' per NM to 700.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 128° to 1700 before proceeding on course. **Rwy 31**, climb heading 308° to 1900 before proceeding on course.NOTE: **Rwy 13**, trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31**, levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2 or std. with a min. climb of 390' per NM to 1900.NOTES: **Rwy 36**, terrain and trees 5673' from departure end of runway, 1967' left of centerline, 100' AGL/1619' MSL; terrain and trees 1.1 NM from departure end of runway, 2205' left of centerline, 100' AGL/1639' MSL; terrain and trees 1.9 NM from departure end of runway, 810' right of centerline, 100' AGL/1759' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 024° to 1500 before turning right. **Rwy 30**, climb heading 313° to 1800 before turning left.NOTE: **Rwy 3**, multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12**, tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21**, multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30**, multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: **Rwy 5**, trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23**, trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33**, trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/ min. climb of 301' per NM to 700.**Rwy 31**, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.DEPARTURE PROCEDURE: **Rwy 8**, climb heading 077° to 800 before turning left.NOTE: **Rwy 8**, silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13**, trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26**, vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797' right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31**, trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21, 23**, 300-1.DEPARTURE PROCEDURE: **Rwys 3, 5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21, 23**, climb to 4000 via BHU 233° bearing.

**LEHIGHTON, PA****JAKE ARNER MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26**, 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course.

Rwy 26, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV**GREENBRIER VALLEY (LWB)****AMDT 4 09239 (FAA)**

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 3300 before proceeding on course. **Rwy 22**, climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4**, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22**, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA**WILLIAM T. PIPER MEMORIAL**

TAKE-OFF MINIMUMS: **Rwys 9L, 9R**, NA-obstacles. **Rwy 27L**, NA-ATC. **Rwy 27R**, std. w/a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R**, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R**, multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV**LOGAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24**, 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV**EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)****AMDT 6 08269 (FAA)**

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 1300 before proceeding on course. **Rwy 26**, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8**, trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26**, trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

MEADVILLE, PA**PORT MEADVILLE**

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2000 before proceeding on course.

MIFFLINTOWN, PA**MIFFLINTOWN**

TAKE-OFF MINIMUMS: **Rwy 8**, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8**, multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV**ONA AIRPARK (12V)****AMDT 2 08101 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7**, trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25**, trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.



**MONONGAHELA, PA****ROSTRAVER**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8**, Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8**, tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26**, tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV**MORGANTOWN MUNI-WALTER L. BILL HART FIELD**

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading 190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV**MARSHALL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA**DONEGAL SPRINGS AIRPARK (N71)****AMDT 2 07354 (FAA)**

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 094° to 1300 before turning southwest. **Rwy 28**, climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10**, tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA**POCONO MOUNTAINS MUNI**

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)**FORT INDIANTOWN GAP, PA. 09015**

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25**, climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7**, Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25**, Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA**DECK**

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1**, tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

NEW CASTLE, PA**NEW CASTLE MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5**, tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13**, trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31**, tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV**MID-OHIO VALLEY RGNL (PKB)****AMDT 2 09155 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. w/min. climb of 451' per NM to 1300. **Rwy 28**, 500-3 or std. w/min. climb of 295' per NM to 1600.

NOTE: **Rwy 3**, trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10**, trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21**, trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28**, trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE, PA**PENNRIDGE**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV**GRANT COUNTY**

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.



**PHILADELPHIA, PA**

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6**, Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15**, Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24**, Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33**, Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 320' per NM to 900. **Rwy 9L**, std. w/ min. climb of 390' per NM to 500. **Rwy 9R**, std. w/ min. climb of 310' per NM to 500. **Rwy 17**, 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26**, NA-obstacles. **Rwy 35**, std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8**, fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L**, tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R**, multiple towers beginning 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17**, multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L**, multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35**, sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 114' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

PHILADELPHIA, PA (CON'T)

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24**, climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24**, multiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)

ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8**, trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26**, trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6**, 700-1. **Rwy 16**, 400-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34**, climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8**, 700-2. **Rwy 26**, 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8**, 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10**, vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13**, vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31**, pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.



**PITTSBURGH, PA (CON'T)****PITTSBURGH INTL**

TAKE-OFF MINIMUMS: **Rwy 32**, 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C**, multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L**, tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R**, multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14**, tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L**, tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R**, tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32**, antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV**MASON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25**, 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA**HERITAGE FIELD (PTW)****ADMT 2A 09323 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN, PA (CON'T)**POTTSTOWN MUNI (N47)****AMDT 2A 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26**, std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26**, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8**, terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26**, tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA**SCHUYLKILL COUNTY/JOE ZERBEY (ZER)****AMDT 2 09239 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 11**, tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA**PUNXSUTAWNEY MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course.

Rwy 19, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.



**RAVENSWOOD, WV****JACKSON COUNTY**TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 1300 before proceeding on course.NOTE: **Rwy 4**, 100' AGL tree, 500' from departure end of runway, 200' left of centerline.**READING, PA****READING RGNL/CARL A. SPAATZ FIELD**TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31**, 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course.**Rwys 31, 36**, climb runway heading to 800 before turning on course.**REEDSVILLE, PA****MIFFLIN COUNTY (RVL)**

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24**, std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.NOTE: **Rwy 6**, fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24**, ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.**ST. MARYS, PA****ST. MARYS MUNI**NOTE: **Rwy 10**, terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28**, terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.**SELINGSGROVE, PA****PENN VALLEY (SEG)**

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35**, 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35**, climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.NOTE: **Rwy 17**, trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35**, trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.**SEVEN SPRINGS BOROUGH, PA****SEVEN SPRINGS**TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**SHAMOKIN, PA****NORTHUMBERLAND COUNTY**TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC.**Rwy 26**, climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.**SOMERSET, PA****SOMERSET COUNTY (2G9)**

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14, 32**, NA-environmental.DEPARTURE PROCEDURE: **Rwy 7**, climb heading 066° to 3000 before turning south. **Rwy 25**, climb heading 246° to 2800 before turning south.NOTE: **Rwy 7**, trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure end of runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25**, trees beginning 480' from departure end of runway, 152' right of centerline, up to 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' right of centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

**SPENCER, WV**

BOGGS FIELD (14P)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1½ or std. w/a min. climb of 498' per NM to 1300. **Rwy 28**, 300-1 or std. w/a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 280° to 1600 before turning left.

NOTE: **Rwy 10**, trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28**, trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA

SPRING HILL (70N)

AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5**, trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23**, trees beginning 51' from DER, 202' left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 189' right of centerline, up to 100' AGL/1879' MSL.

SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1**, Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18**, trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36**, trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 900 before turning on course.

TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23**, 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3000 before proceeding on course. **Rwy 23**, climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5**, trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23**, trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA

BENDIGO (74N)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions.

Rwy 23, NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5**, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5**, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.



**WASHINGTON, PA****WASHINGTON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 9**, 700-2½ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9**, multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27**, multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA**GREENE COUNTY (WAY)****ORIG 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacle. **Rwy 27**, 300-1 or std. w/min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27**, trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA**WELLSBORO JOHNSTON**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10**, climbing right turn direct SFK VOR/DME. **Rwy 28**, climbing left turn direct SFK VOR/DME. All aircraft cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10**, 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA**BRANDYWINE**

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27**, 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV**WHEELING OHIO COUNTY**

NOTE: **Rwy 3**, tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16**, pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34**, multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA**WILKES-BARRE/SCRANTON INTL**

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10**, NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22**, fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28**, fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4**, tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22**, tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA**WILLIAMSPORT RGNL**

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1 required or std. with a min. climb of 255' per NM to 1600. **Rwy 12**, 1300-1. **Rwy 15**, 1500-1 required; night IFR take-off NA. **Rwy 27**, 1300-1 required or 500-1 required with a min. climb of 235' per NM to 1400. **Rwy 30**, 900-1 required or std. with a min. climb of 236' per NM to 1400. **Rwy 33**, 1500-1 required or std. with a min. climb of 295' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 9**, climb straight ahead to 2500 via PIX NDB or IPT LOC Front Course before proceeding on course. **Rwys 12, 15**, left climbing turn as soon as practicable after take off, intercept IPT LOC Front Course and climb eastbound to 2500 before proceeding on course. **Rwy 27**, turn right, maintain visual reference until established on 300° heading. Intercept the MIP R-318 and continue climb to 2500 before proceeding on course. **Rwys 30, 33**, climb straight ahead to 2500 before proceeding on course.

WILLOW GROVE NAS JRB (KNXX)**WILLOW GROVE, PA ORIG, 05020**

TAKE-OFF OBSTACLES: **Rwy 33**, trees within 4758' of departure end of runway, 455' MSL.



YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35**, for climb in visual conditions: cross Zelenople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17**, terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35**, terrain and trees beginning 1.04 NM from departure end of runway, 1400' left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

LOC I-MQU <u>111.7</u>	APP CRS 193°	Rwy Idg 6750 TDZE 2468 Apt Elev 2504
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ILS or LOC RWY 19
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

T If local altimeter setting not received, use Bluefield altimeter setting and increase all DAs/MDAs 120 feet.

MALSR

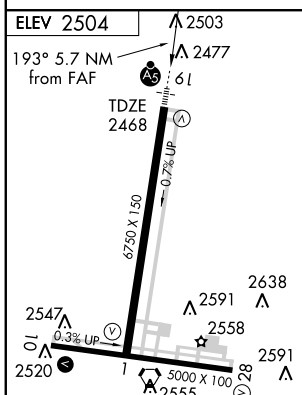
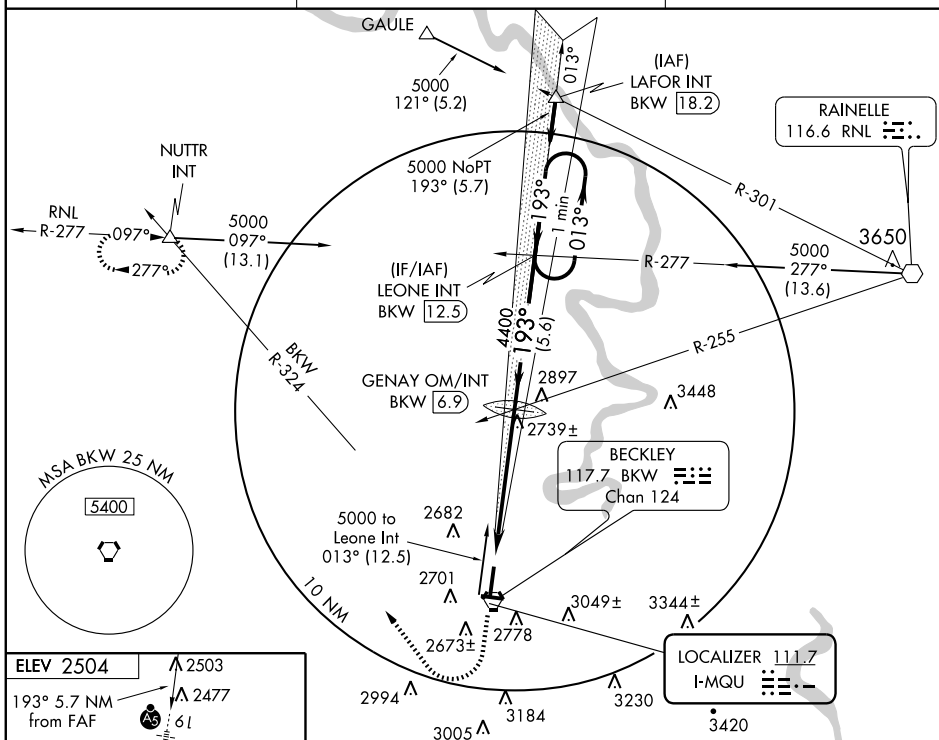
A5

MISSED APPROACH: Climb to 3300 then climbing right turn to 5000 via heading 360° and BKW R-324 to NUTTR Int and hold.

ASOS
121.55

CHARLESTON APP CON
118.95 269.125

UNICOM
123.0 (CTAF) **L**



HIRL Rwy 1-19 **L**
MIRL Rwy 10-28 **L**
REIL Rws 1,10, and 28 **L**

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

3300 ↑	5000 HDG 360°	BKW R-324 117.7	NUTTR △	LEONE INT BKW <u>12.5</u>	One Minute Holding Pattern
<p>GENAY OM/INT BKW <u>6.9</u></p> <p>BKW <u>1.2</u></p> <p>4346</p> <p>4400</p> <p>193°</p> <p>013° → ← 193° 5000</p> <p>GS 3.00° TCH 55</p> <p>5.7 NM 5.6 NM</p>					
CATEGORY	A	B	C	D	
S-ILS 19	2668-½		200 (200-½)		
S-LOC 19	3000-½	532 (600-½)	3000-1 532 (600-1)	3000-1¼ 532 (600-1¼)	
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)	

APP CRS	Rwy Idg	5000
103°	TDZE	2502
	Apt Elev	2504

RNAV (GPS) RWY 10

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

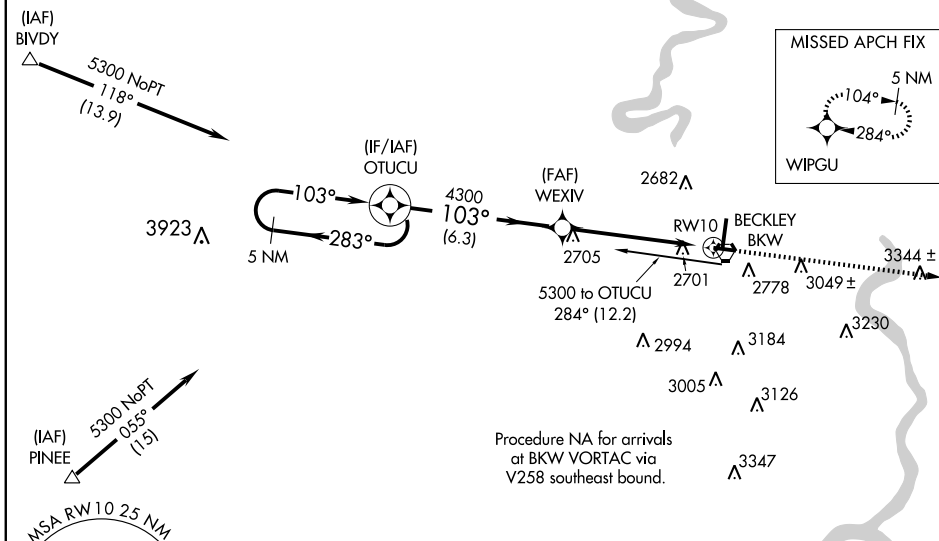
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and increase UNAV Cats C and D visibility $\frac{1}{4}$ mile and Circling Cats B, C, and D visibility $\frac{1}{4}$ mile. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 5700 direct WIPGU and hold.

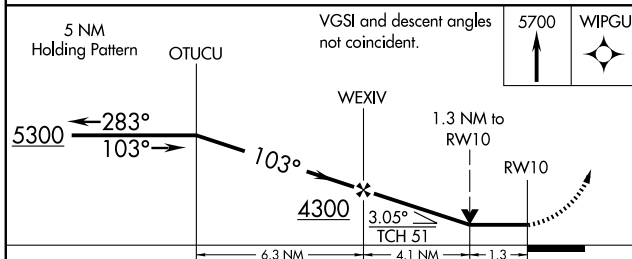
ASOS
121.55

CHARLESTON APP CON
118.95 269.125

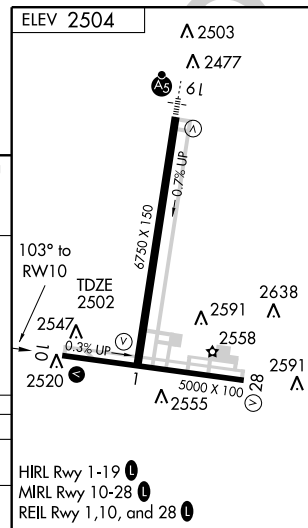
UNICOM
123.0 (CTAF) **L**



NE-4, 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
LNNAV MDA	2960-1	458 (500-1)	2960-1¼ 458 (500-1¼)	2960-1½ 458 (500-1½)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)



WAAS CH 63011 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev	6750 2468 2504
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RNAV (GPS) RWY 19

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

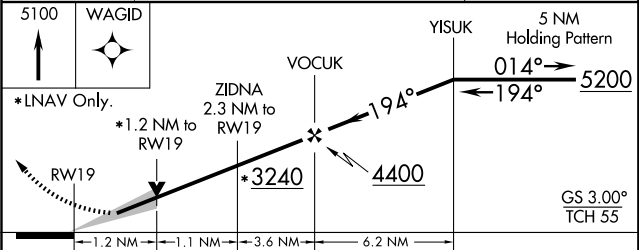
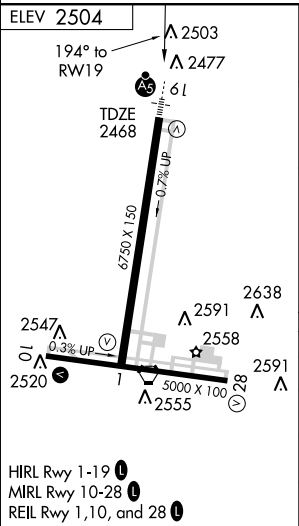
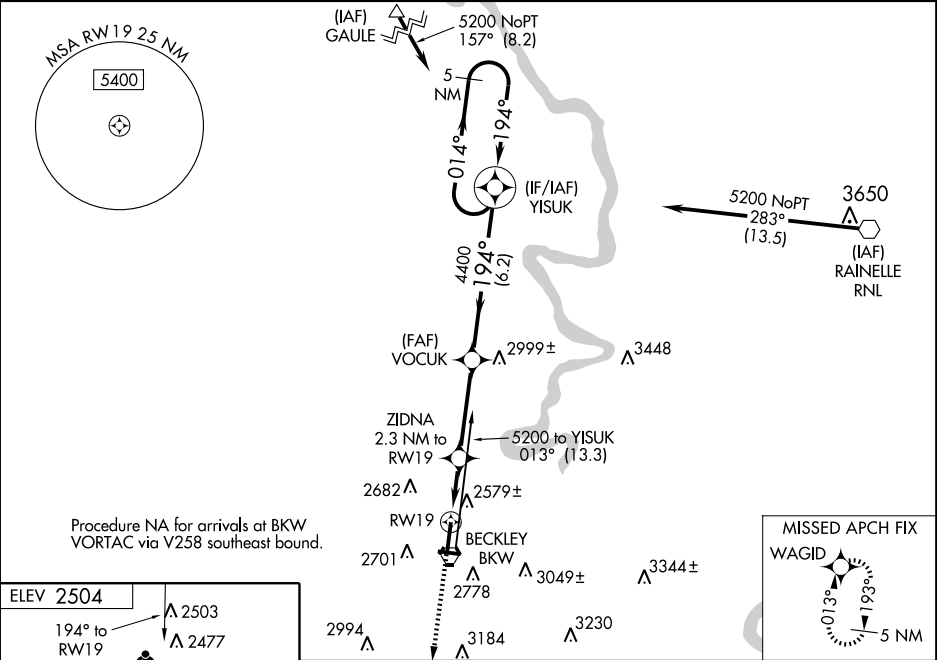
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA. When using Bluefield altimeter setting. When local altimeter setting not received, use Bluefield altimeter setting and increase all DA/MDA 120 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, and circling Cats B, C, and D visibility ¼ mile. When using Bluefield altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile.

MALSR



MISSED APPROACH:
Climb to 5100 direct
WAGID and hold.

ASOS 121.55	CHARLESTON APP CON 118.95 269.125	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	2668-½	200 (200-½)		
LNAV/VNAV DA	2884-1	416 (400-1)		
LNAV MDA	2900-½ 432 (400-½)	2900-¾ 432 (400-¾)	2900-1 432 (400-1)	2900-1 432 (400-1)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2½ 676 (700-2½)

VOR RWY 10
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

MISSED APPROACH: Climb to 4600 then climbing left turn to 4900 direct BKW VORTAC and hold.

UNICOM
123.0 (CTAF) **L**

		4 NM		2.7 NM		0.9		0.4		HIRL Rwy 1-19 ① MIRL Rwy 10-28 ① REIL Rwy 1,10, and 28 ①		2335
CATEGORY	A	B		C		D						
S-10	2960-1	458 (500-1)		2960-1¼ 458 (500-1¼)		2960-1½ 458 (500-1½)				FAF to MAP 3.6 NM		
CIRCLING	3120-1	3180-1		3180-2		3180-2½				Knots	60 90 120 150 180	
	616 (700-1)	676 (700-1)		676 (700-2)		676 (700-2¼)				Min:Sec	3:36 2:24 1:48 1:26 1:12	

VOR RWY 19

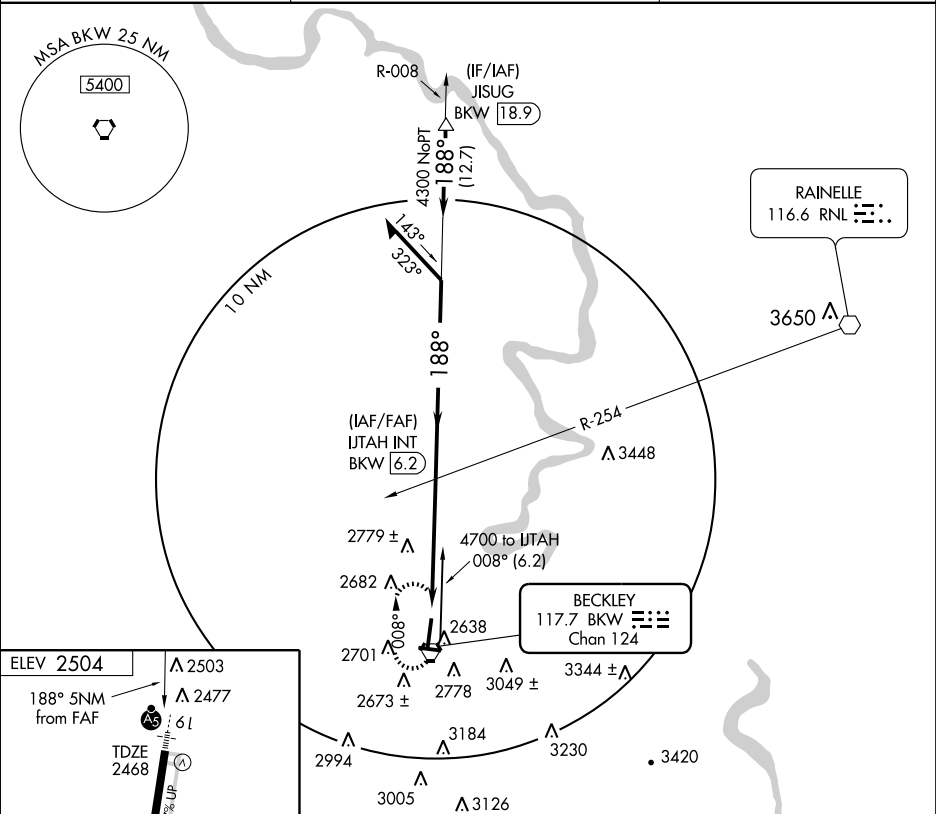
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

VORTAC BKW	APP CRS	Rwy Idg	6750
117.7	188°	TDZE	2468
Chan 124		Apt Elev	2504

When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and S-19 Cats C and D visibility ½ mile and Circling Cats B, C, and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MALSR	MISSED APPROACH: Climb to 5000 direct BKW VORTAC and hold, continue climb-in-hold to 5000.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269,125	123.0 (CTAF) 0



ELEV 2504	Δ 2503
188° 5NM from FAF	Δ 2477
TDZE 2468	Δ 2591
6750 X 150	Δ 2558
0.3% UP	Δ 2591
0.2% UP	Δ 2555
5000 X 100	
HIRL Rwy 1-19	
MIRL Rwy 10-28	
REIL Rwy 1, 10, and 28	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

5000	BKW	VORTAC	008°	188°	4700	Remain within 10 NM
↑	117.7					
VGSI and descent angles not coincident.						
	BKW 1.2	BKW 2.9	UTAH INT BKW 6.2	4300	3.39° TCH 55	
	1.7 NM	3.3 NM				
CATEGORY	A	B	C	D		
S-19	3040-1½	572 (600-½)	3040-1 572 (600-1)	3040-1½ 572 (600-1½)		
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)		

APP CRS	Rwy Idg	4985
110°	TDZE	412
	Apt Elev	412

Berkeley Springs/Potomac Airpark (W35)

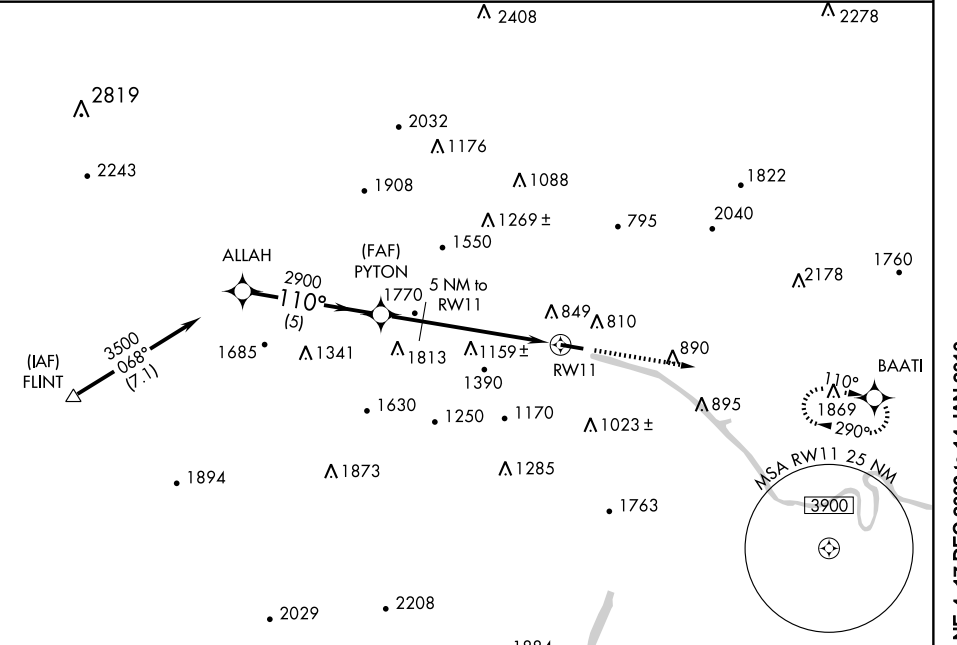
▼

▲ NA

MISSED APPROACH: Climb to 3500 direct BAATI WP and hold.

WASHINGTON CENTER

134.15 385.4



ALLAH

3500

Procedure Turn NA

PYTON

2900

5 NM to RW11

RW11

2360

5 NM

3500

BAATI

CATEGORY	A	B	C	D
S-11	1480-1¼ 1068 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3	1068 (1100-3)
CIRCLING	1480-1¼ 1068 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3	1068 (1100-3)

MARTINSBURG ALTIMETER SETTING MINIMUMS

S-11	1560-1¼ 1148 (1200-1¼)	1560-1½ 1148 (1200-1½)	1560-3	1148 (1200-3)
CIRCLING	1560-1¼ 1148 (1200-1¼)	1560-1½ 1148 (1200-1½)	1560-3	1148 (1200-3)

ELEV 412

110° to RW11

TDZE 412

4985 X 70

29

770 ±

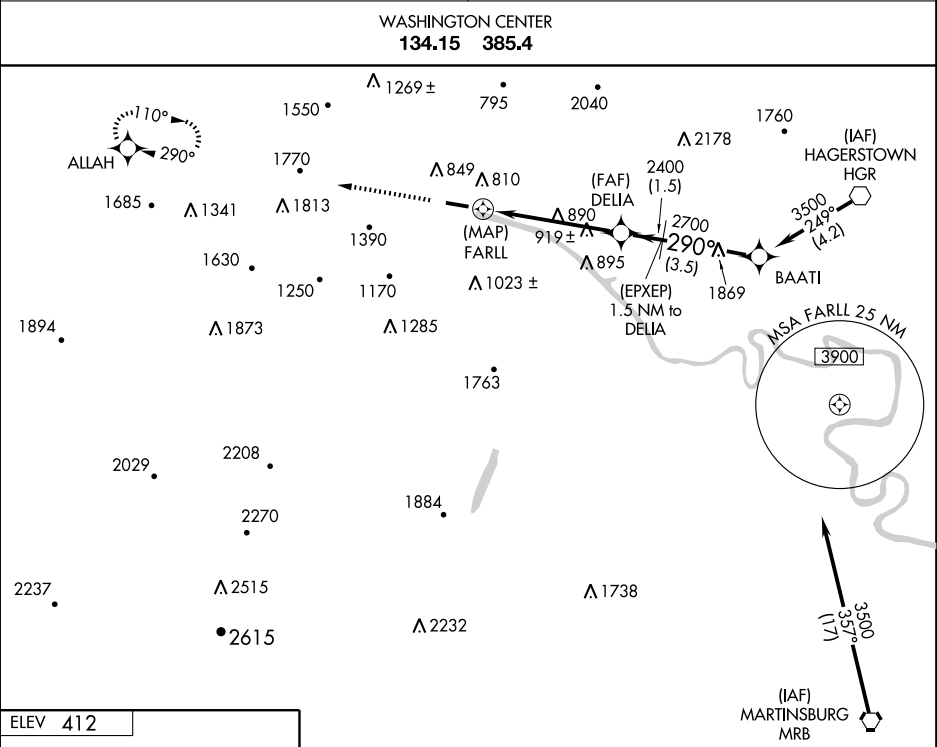
REIL Rwy 11 and 29
MRL Rwy 11-29

NE-4, 17 DEC 2009 to 14 JAN 2010

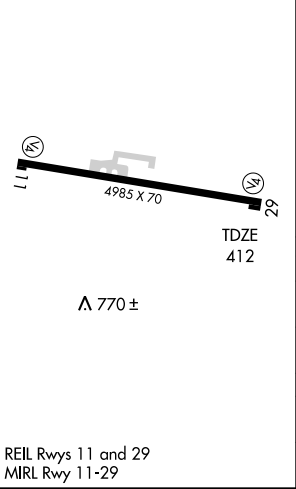
APP CRS	Rwy Idg	4985
290°	TDZE	412
	Apt Elev	412

Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3500 direct ALLAH WP and hold.



ELEV 412



3500

ALLAH

DELIA

EPXEP
1.5 NM to DELIA

BAATI

FARLL

DELIA

2400

2700

3500

0.5

5 NM

1.5 NM

3.5 NM

CATEGORY	A	B	C	D
S-29	1280-1 868 (900-1)	1280-1¼ 868 (900-1¼)	1280-2½ 868 (900-2½)	1280-2¾ 868 (900-2¾)
CIRCLING	1340-1¼ 928 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3	988 (1000-3)

MARTINSBURG ALTIMETER SETTING MINIMUMS

S-29	1340-1¼ 928 (1000-1¼)	1340-2¾ 928 (1000-2¾)	1340-3 928 (1000-3)
CIRCLING	1420-1¼ 1008 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)

Procedure Turn NA

NE-4, 17 DEC 2009 to 14 JAN 2010

VOR RWY 29

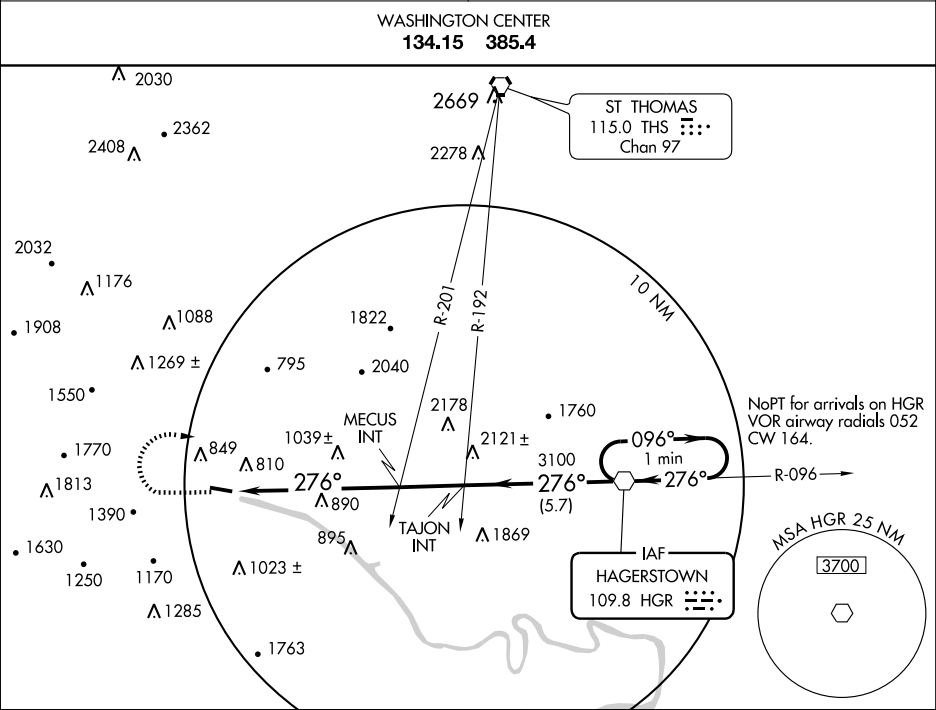
BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

VOR HGR	APP CRS	Rwy Idg	4985
109.8	276°	TDZE	412
		Apt Elev	412

V Obtain local altimeter setting on CTAF;

NA when not received, use Martinsburg altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 via HGR R-276 to HGR VOR and hold.



ELEV 412

1800 3500 HGR

HGR R-276 109.8

TDZE 412

4985 X 70

276° 8.3 NM from FAF

Λ 770 ±

One Minute Holding Pattern

3500

096° 276°

3100

276°

MECUS INT

TAJON INT

6 NM 2.3 NM 5.7 NM

*2360

Λ 1738

276°

3100

276°

096°

3500

* 2420 when using Martinsburg altimeter setting.

CATEGORY	A	B	C	D
S-29	1400-1¼ 988 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3	988 (1000-3)
CIRCLING	1400-1¼ 988 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3	988 (1000-3)
MARTINSBURG ALTIMETER SETTING MINIMUMS				
S-29	1460-1¼ 1048 (1100-1¼)	1460-1½ 1048 (1100-1½)	1460-3	1048 (1100-3)
CIRCLING	1460-1¼ 1048 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3	1068 (1100-3)

REIL Rwy 11 and 29

MIRL Rwy 11-29

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4, 17 DEC 2009 to 14 JAN 2010

⚠

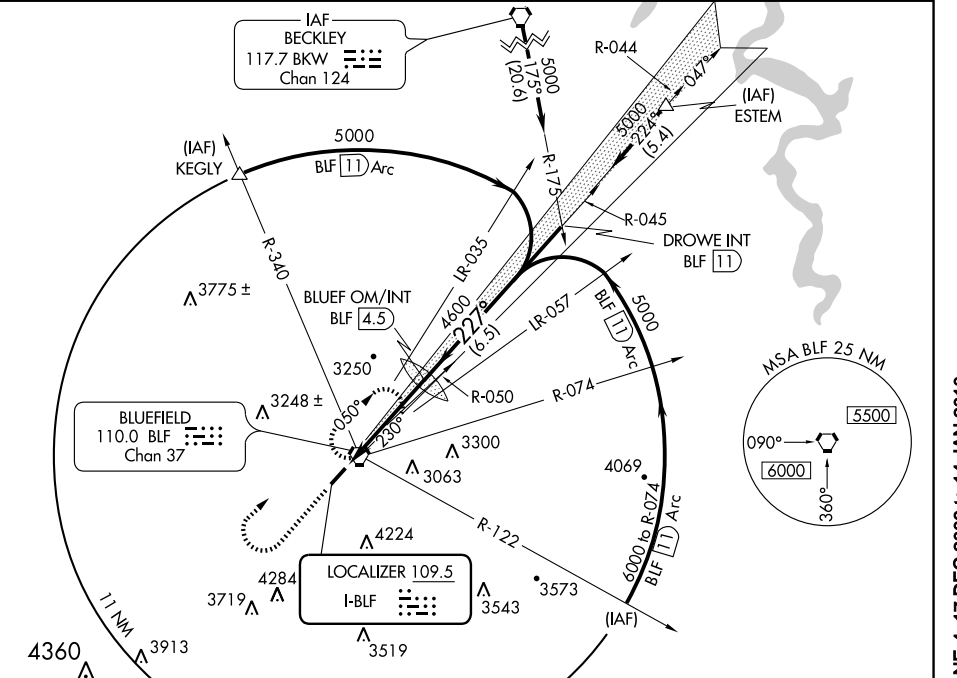
Circling not authorized East of Rwy 5-23.

⚠ NA

When local altimeter setting not received, use Beckley altimeter setting.

MISSED APPROACH: Climb to 3800 then climbing right turn to 5300 direct BLF VORTAC and hold.

ASOS 132.725	INDIANAPOLIS CENTER 126.575 257.85	CTAF 122.9 0
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ELEV 2857

227° 5 NM from FAF

2890±

2955±

2997±

4743 X 100

2919±

2913

2935±

2903

TDZE 2857

3800

5300

BLF 110.0

BLUE OM/INT BLF 4.5

DROWE INT BLF 11

Glide slope unusable for coupled approach below 3200 feet MSL.

4519

227°

5000

4600

5 NM

6.5 NM

Procedure Turn NA

GS 3.00°

TCH 54

CATEGORY		A	B	C	D
S-ILS 23		3157-1 300 (300-1)			
S-LOC 23		3300-1	443 (500-1)	443 (500-1 ¼)	3300-1 ½ 443 (500-1 ½)
CIRCLING		3400-1	543 (600-1)	3520-1 ¾ 663 (700-1 ¾)	3520-2 663 (700-2)
BECKLEY ALTIMETER SETTING MINIMUMS					
S-ILS 23		3481-2 ¼ 624 (700-2 ¼)			
S-LOC 23		3620-1 763 (800-1)	3620-1 ¼ 763 (800-1 ¼)	3620 -2 ¼ 763 (800-2 ¼)	3620 -2 ½ 763 (800-2 ½)
CIRCLING		3720-1 863 (900-1)	3720-1 ¼ 863 (900-1 ¼)	3840-3 983 (1000-3)	

HIRL Rwy 5-23

REIL Rwys 5 and 23

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 17 DEC 2009 to 14 JAN 2010

OBERS THREE DEPARTURE

INDANAPOLIS CENTER

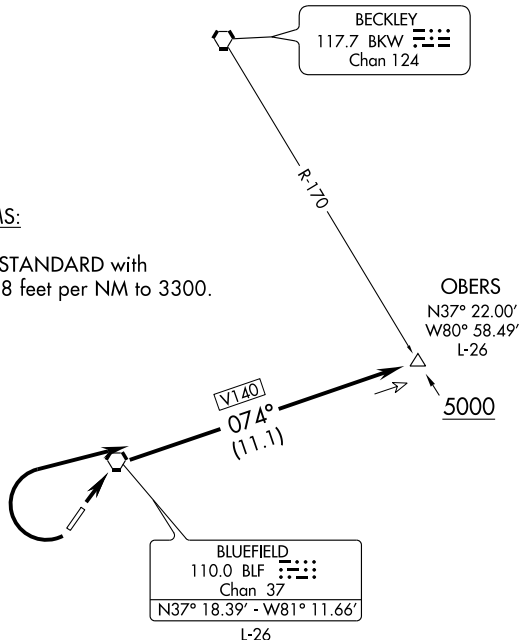
126.575 257.85

CTAF 122.9

ASOS 132.725

TAKE-OFF MINIMUMS:

Rwy 5: STANDARD.

Rwy 23: 400-2¼ or STANDARD with
minimum climb of 238 feet per NM to 3300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via BLF R-074 to cross OBERS INT at or above 5000' or altitude assigned by ATC. Thence . . .

TAKE-OFF RUNWAY 23: Climbing right turn via BLF R-074 to cross OBERS INT at or above 5000' or altitude assigned by ATC. Thence . . .

. . . via ATC assigned route.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 14' from DER, 370' left of centerline, up to 100' AGL/2939' MSL.

Trees beginning 15' from DER, 391' right of centerline, up to 100' AGL/2959' MSL.

Rwy 23: Trees beginning at DER, 258' left of centerline up to 100' AGL/2939' MSL.

Trees beginning 140' from DER, 74' right of centerline, up to 100' AGL/3159' MSL.

VORTAC BLF 110.0 Chan 37	APP CRS 231°	Rwy Idg 4743 TDZE 2857 Apt Elev 2857
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VOR/DME or GPS RWY 23
BLUEFIELD / MERCER COUNTY (BLF)

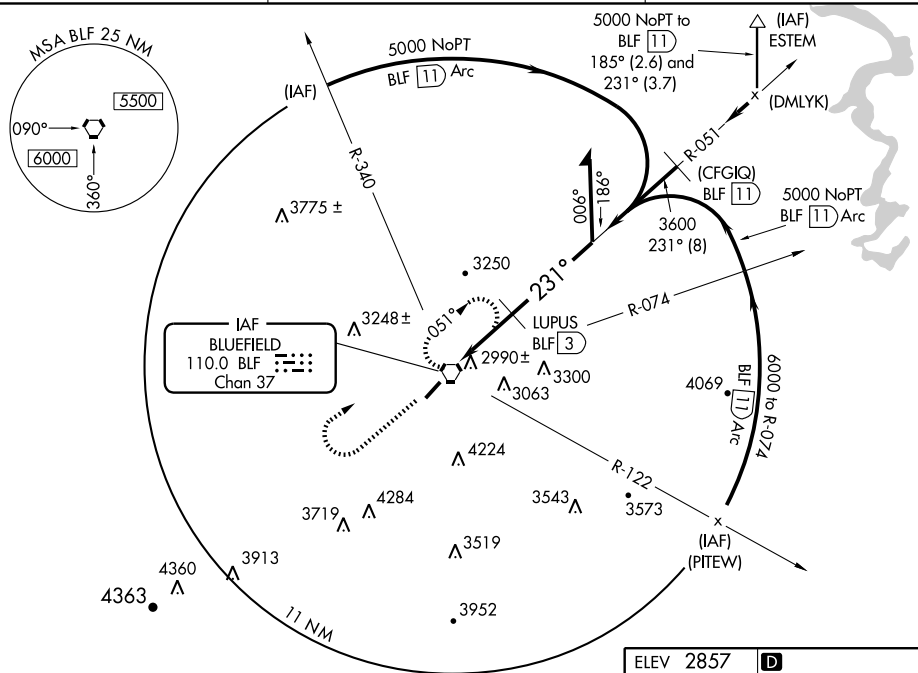


When local altimeter setting not received,
use Beckley altimeter setting.
Circling NA east of Rwy 5-23.




MISSED APPROACH: Climb to 3800 then climbing right turn to 5300 direct BLF VORTAC and hold.

ASOS
132,725

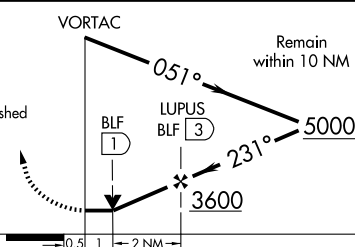
INDIANAPOLIS CENTER
126.575 257.85

CTAF
122.9 **L**

NE-4. 17 DEC 2009 to 14 JAN 2010

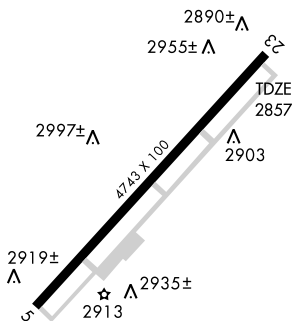
3800	5300	BLF
		
		110.0

Maintain 5300 or above until established
outbound for procedure turn.



CATEGORY	A	B	C	D
S-23	3400-1	543 (600-1)	3400-1½ 543 (600-1½)	3400-1¾ 543 (600-1¾)
CIRCLING	3400-1	543 (600-1)	3520-1¾ 663 (700-1¾)	3520-2 663 (700-2)
BECKLEY ALTIMETER SETTING MINIMUMS				
S-23	3740-1¼	883 (900-1¼)	3740-2¾ 883 (900-2¾)	3740-3 883 (900-3)
CIRCLING	3740-1¼	883 (900-1¼)	3840-3 983 (1000-3)	

ELEV 2857



HIRL Rwy 5-23 **L**
REIL Rwy 5 and 23 **L**

VORTAC BLF	APP CRS	Rwy Idg	4743
110.0	231°	TDZE	2857
Chan 37		Apt Elev	2857

VOR RWY 23

BLUEFIELD / MERCER COUNTY (BLF)

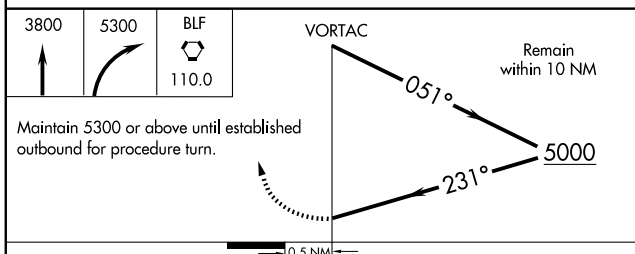
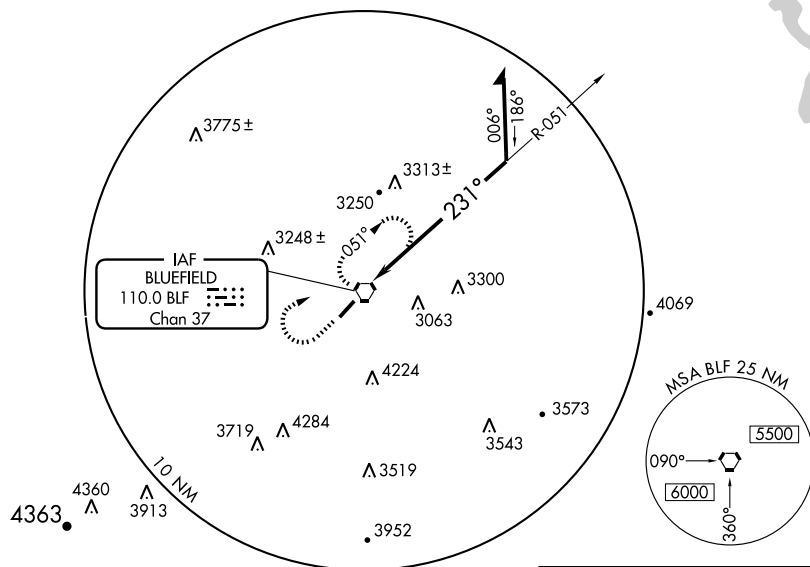
V
A
 When local altimeter setting not received,
 use Beckley altimeter setting.
 Circling not authorized E of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing
 right turn to 5300 direct BLF VORTAC and hold.

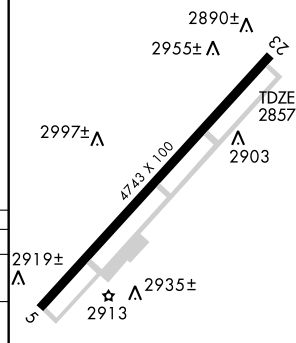
ASOS
132.725

INDIANAPOLIS CENTER
126.575 257.85

CTAF
122.9 0



ELEV 2857

D

CATEGORY	A	B	C	D
S-23	3500-1 983 (1000-1¼)	643 (700-1)	3500-1¾ 643 (700-1¾)	3500-2 643 (700-2)
CIRCLING	3500-1 983 (1000-1¼)	643 (700-1)	3520-1¾ 663 (700-1¾)	3520-2 663 (700-2)

BECKLEY ALTIMETER SETTING MINIMUMS

S-23	3840-1¼ 983 (1000-1¼)	3840-1½ 983 (1000-1½)	3840-3	983 (1000-3)
CIRCLING	3840-1¼ 983 (1000-1¼)	3840-1½ 983 (1000-1½)	3840-3	983 (1000-3)

HIRL Rwy 5-23 **0**
 REL Rwy 5 and 23 **0**

APP CRS
106°

Rwy Idg
TDZE
Apt Elev
4200
1635
1635

RNAV (GPS) RWY 11

BUCKHANNON/UPSHUR COUNTY RGNL (W22)



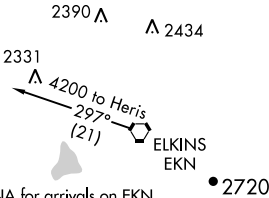
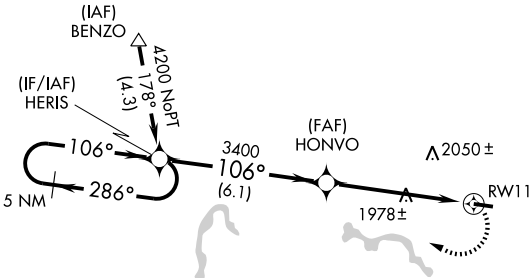
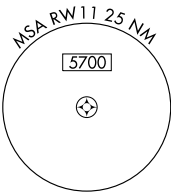
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. VDP NA when using Clarksburg altimeter setting.

MISSED APPROACH: Climbing right turn to 4200 direct HERIS and hold.

AWOS-3
119.975

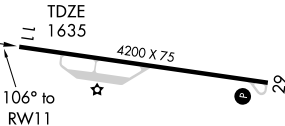
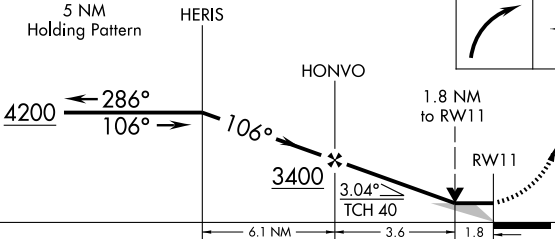
CLARKSBURG APP CON
121.15 269.375

UNICOM
122.8 (CTAF) 0



ELEV 1635

5 NM Holding Pattern

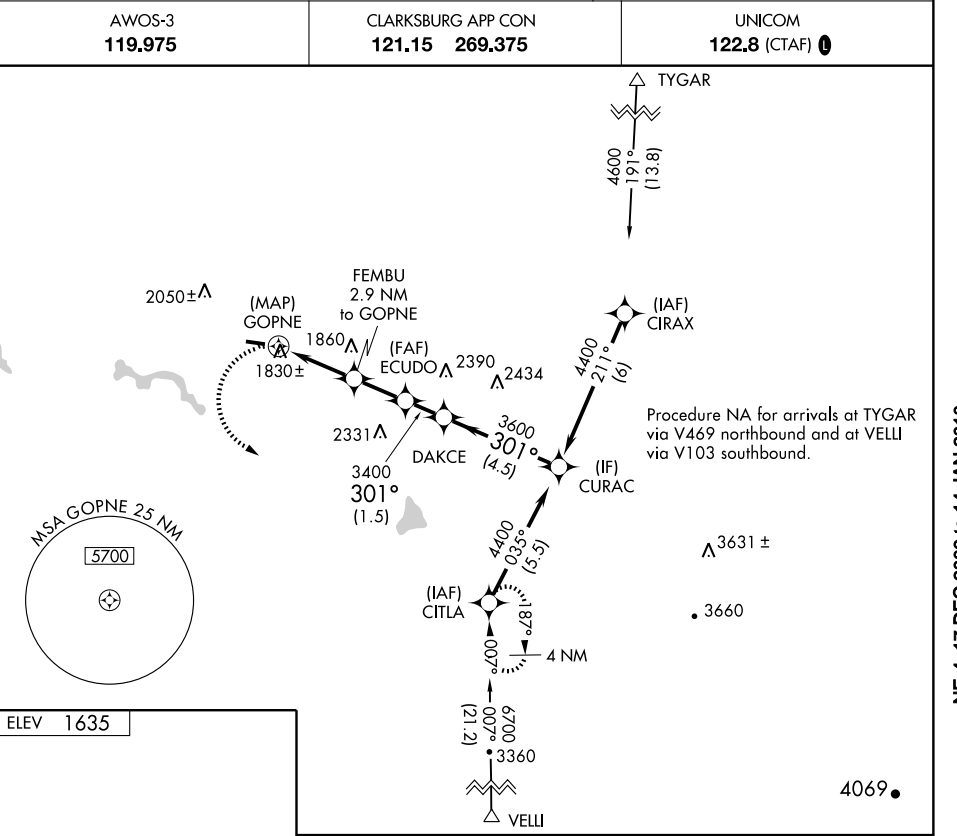


CATEGORY	A	B	C	D
LNAV MDA	2240-1	605 (700-1)	NA	
CIRCLING	2260-1	625 (700-1)	NA	

MIRL Rwy 11-29 0
REIL Rwy 29 0

APP CRS 301°	Rwy Idg TDZE Apt Elev	4200 1635 1635
		MISSED APPROACH: Climbing left turn to 7000 direct CITLA and hold, continue climb-in-hold to 7000.

AWOS-3 119.975	CLARKSBURG APP CON 121.15 269.375	UNICOM 122.8 (CTAF) 0
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ELEV 1635		7000 CITLA			
TDZE 1635		CURAC 4400			
MIRL Rwy 11-29 0		Procedure Turn NA			
REIL Rwy 29 0					
CATEGORY	A	B	C	D	
LNAV MDA	2080-1	445 (500-1)	NA	NA	
CIRCLING	2260-1	625 (700-1)	NA	NA	

NE-4, 17 DEC 2009 to 14 JAN 2010

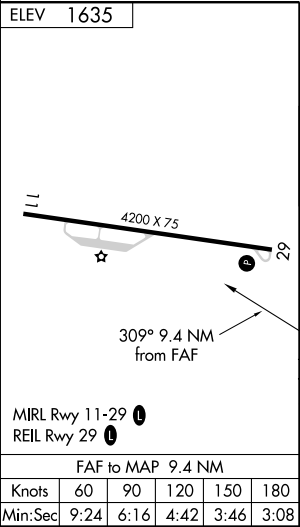
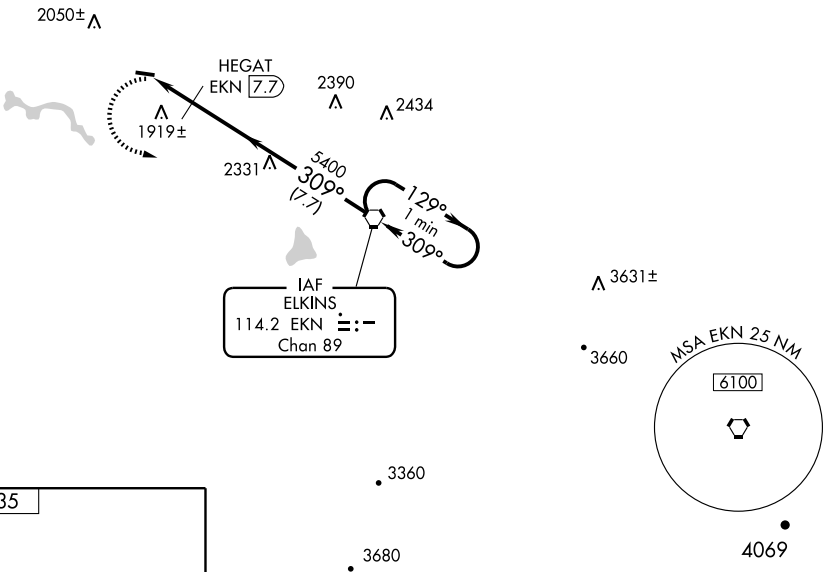
VORTAC EKN	APP CRS	Rwy Idg	N/A
114.2	309°	TDZE	N/A
Chan 89		Apt Elev	1635

BUCKHANNON/UPSHUR COUNTY RGNL (W22)

V If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing left turn to 5400 direct EKN VORTAC and hold, continue climb-in-hold to 5400.

AWOS-3	CLARKSBURG APP CON	UNICOM
119.975	121.15 269.375	122.8 (CTAF) 0



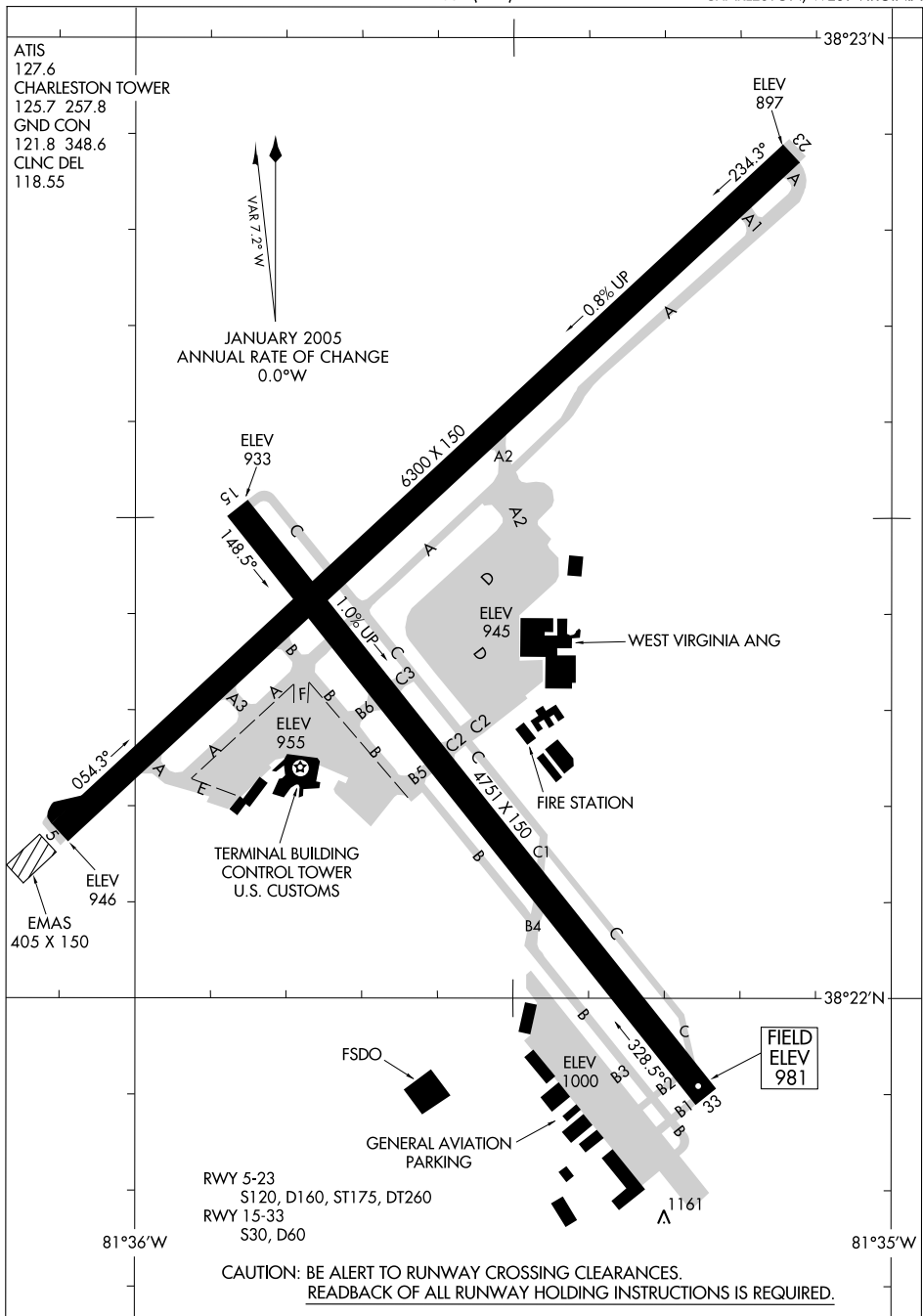
5400	EKN	HEGAT	VORTAC	One Minute Holding Pattern
114.2	114.2	EKN 7.7	129° → 5400	← 309°
			* 3000 when using Clarksburg altimeter setting.	
			* 2820	
			1.7 NM 7.7 NM	
CATEGORY	A	B	C	D
CIRCLING	2820-1 ¼ 1185 (1200-1 ¼)	2820-1 ½ 1185 (1200-1 ½)	NA	
HEGAT FIX MINIMUMS				
CIRCLING	2260-1 625 (700-1)		NA	

AIRPORT DIAGRAM

AL-852 (FAA)

CHARLESTON/ YEAGER (CRW)

CHARLESTON, WEST VIRGINIA

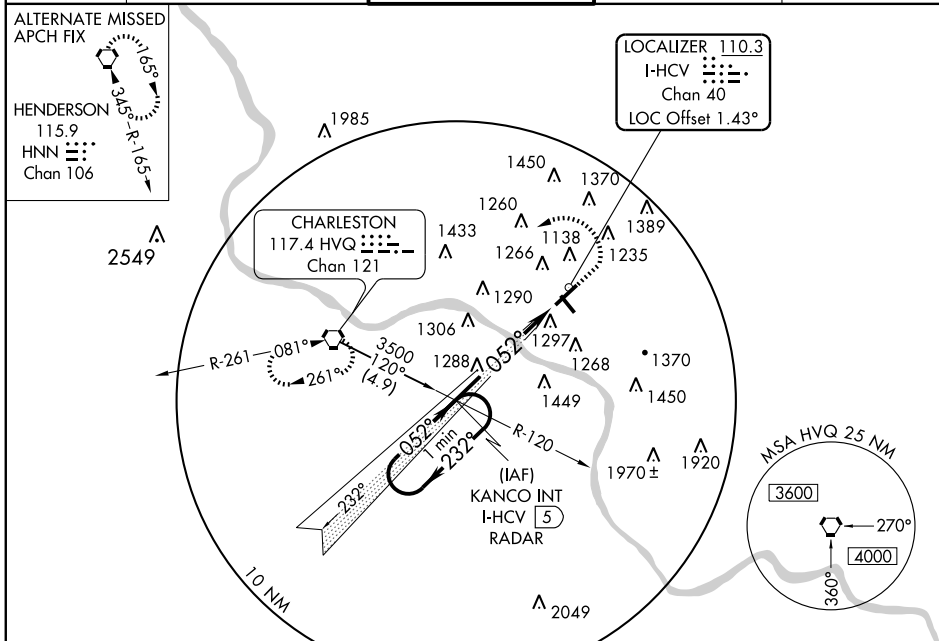


NE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-HCV 110.3 Chan 40	APP CRS 052°	Rwy Idg TDZE Apt Elev 6300 947 981
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ILS or LOC RWY 5 CHARLESTON / YEAGER (CRW)

<p>Visibility reduction by helicopters NA.</p>		<p>MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct HVQ VORTAC and hold.</p>		
<p>ATIS 127.6</p>	<p>CHARLESTON APP CON 124.1 269.125</p>	<p>CHARLESTON TOWER 125.7 257.8</p>	<p>GND CON 121.8 348.6</p>	<p>CLNC DEL 118.55</p>



ELEV 981

Λ₁₀₁₆

Diagram of HIRL Rwy 5-23 showing the following details:

- LOC** (Localizer): 6300 X 150, 0.8% UP
- TDZE** (Threshold Crossing Height): 947
- TWR** (Tower): 1037
- 052° 4.9 NM from FAF**
- 1161** (Elevation point)
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- 116**

AL-852 (FAA)

LOC/DME I-CRW 110.3 Chan 40	APP CRS 235°	Rwy Idg 6300 TDZE 931 Apt Elev 981
---	------------------------	---

ILS or LOC RWY 23



MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct HVQ VORTAC and hold.

ATIS
127.6

CHARLESTON APP CON
124.1 269.125


CHARLESTON TOWER
125.7 257.8

GND CON
121.8 348.6

CLNC DEL
118.55

ALTERNATE MISSED
APCH FIX

HENDERSO
115.9
HNN $\equiv \ddot{N} \vdots$
Chan 106

LOCALIZER 110.3
I-CRW 
Chan 40
Offset 1 46°

CHARLESTON
117.4 HVQ 
Chan 121

ELEV 981	235° 4.5 NM from FAF →
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 Λ_{1016}

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwy 5 and 15

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1800 3000 HVQ
↑ ↗ ⬡
117.4

ZENOM INT
I-CRW 5.4

One Minute
Holding Pattern

2400 055° → 2600
← 235°

I-CRW 1 I-CRW 3

235° — * — 2400

GS 3.00°
TCH 56

VGSJ and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 23	1181/24			250 (200-½)
S-LOC 23	1640/24 709 (700-½)		1640-1½ 709 (700-1½)	1640-1¾ 709 (700-1¾)
CIRCLING	1640-1	659 (700-1)	1640-2 659 (700-2)	1640-2¼ 659 (700-2¼)

NE-4. 17 DEC 2009 to 14 JAN 2010

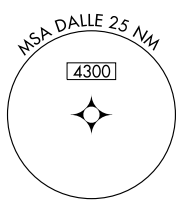
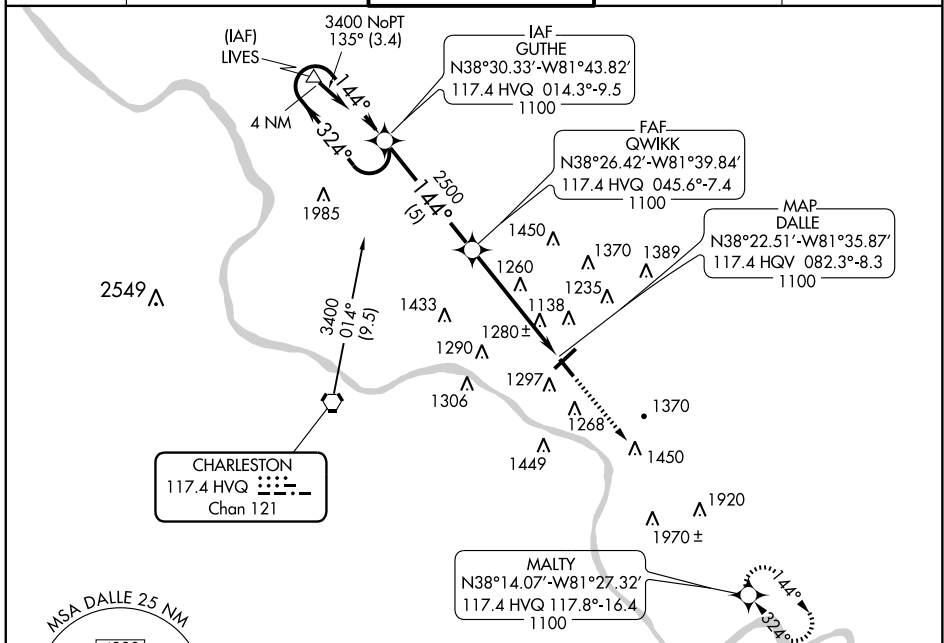
VOR/DME RNAV or GPS RWY 15

CHARLESTON / YEAGER (CRW)

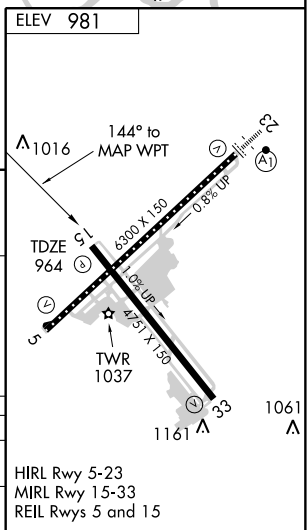
VORTAC HVQ 117.4 Chan 121	APP CRS 144°	Rwy Idg TDZE Apt Elev	4751 964 981
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MISSED APPROACH: Climb to 3400
direct MALTY WPT and hold.

ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6	CLNC DEL 118.55
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<p>4 NM Holding Pattern</p> <p>GUTHE</p> <p>QWIKK</p> <p>DALLE</p> <p>3400</p> <p>324°</p> <p>144°</p> <p>2500</p> <p>2.86°</p> <p>5 NM</p> <p>3.2 NM</p> <p>1.8</p>				
CATEGORY	A	B	C	D
S-15	1540-1	576 (600-1)	1540-1½ 576 (600-1½)	1540-1¾ 576 (600-1¾)
CIRCLING	1600-1	619 (700-1)	1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)



VORTAC HVQ 117.4 Chan 121	APP CRS 324°	Rwy Idg TDZE Apt Elev 4751 982 981
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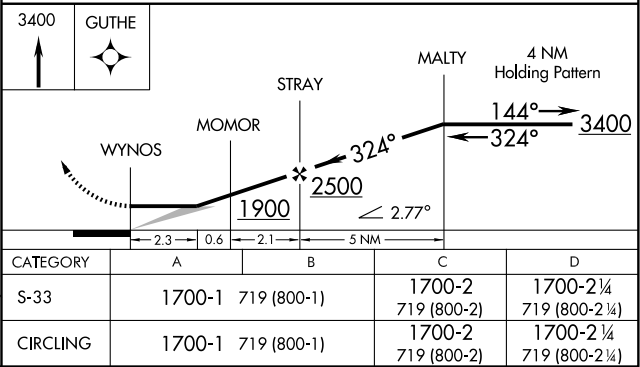
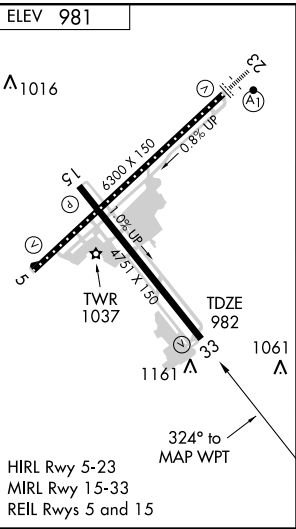
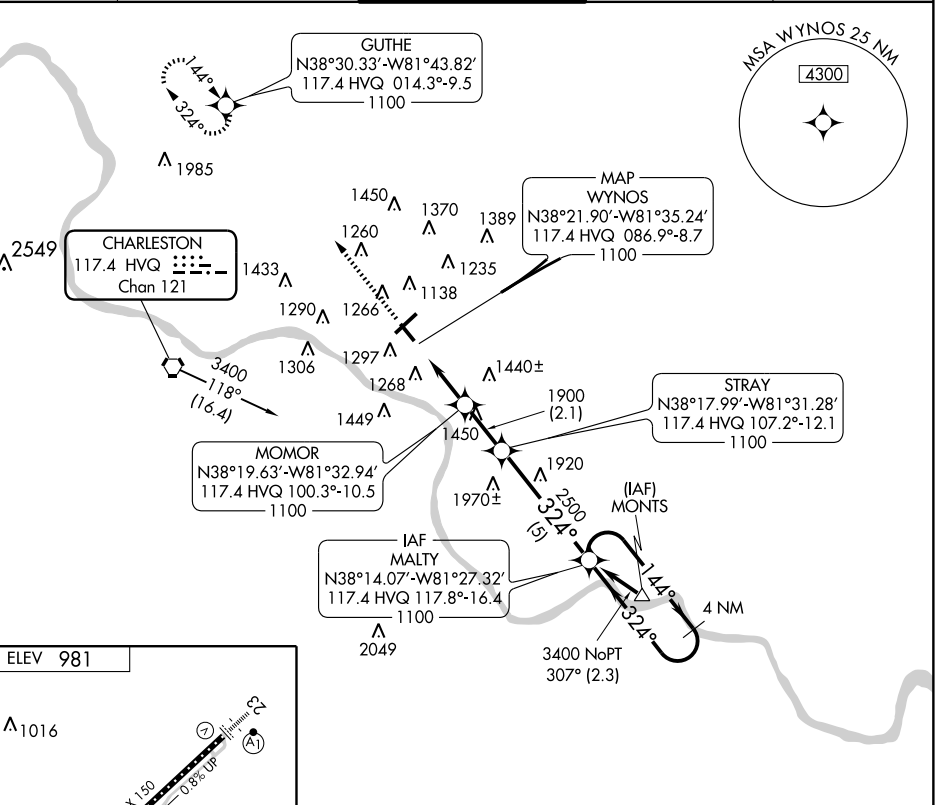
VOR/DME RNAV or GPS RWY 33

CHARLESTON / YEAGER (CRW)



MISSED APPROACH: Climb to 3400
direct GUTHE WP and hold.

ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6	CLNC DEL 118.55
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CATEGORY	A	B	C	D
S-33	1700-1	719 (800-1)	1700-2 719 (800-2)	1700-2¼ 719 (800-2¼)
CIRCLING	1700-1	719 (800-1)	1700-2 719 (800-2)	1700-2¼ 719 (800-2¼)

VORTAC HVQ 117.4 Chan 121	APP CRS 084°	Rwy Idg TDZE Apt Elev 981	N/A N/A 981
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VOR or GPS-A
CHARLESTON / YEAGER (CRW)



MISSED APPROACH: Climbing left turn to 3000 via HVQ R-069 to CAMMA Int and hold.

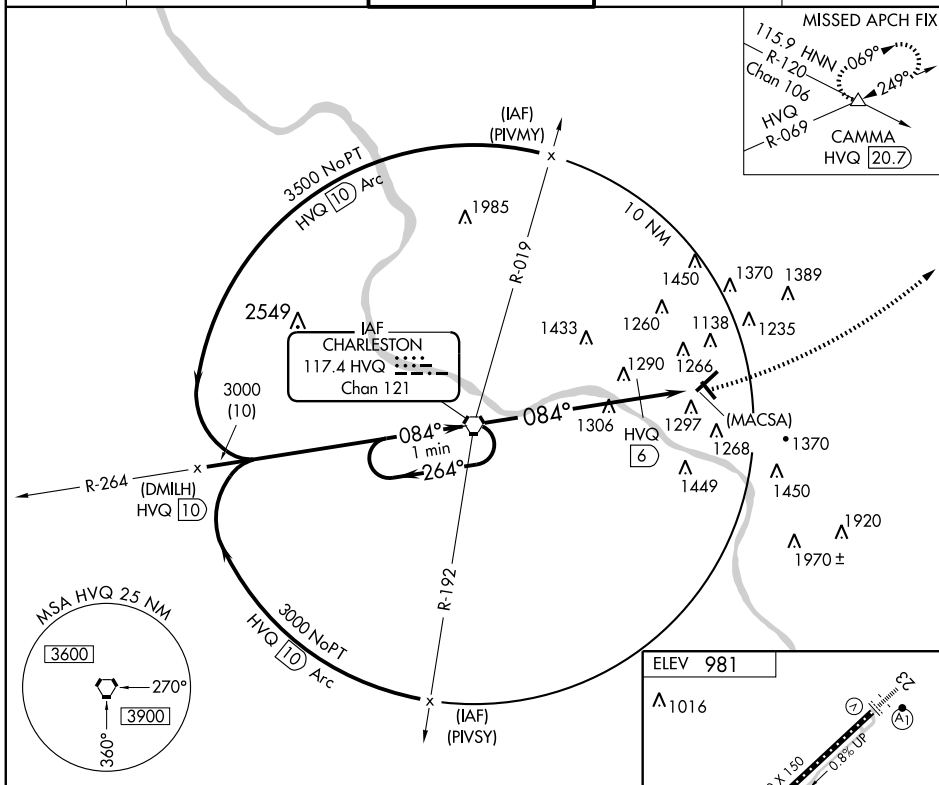
ATIS
127.6

CHARLESTON APP CON
124.1 269.125

CHARLESTON TOWER
125.7 257.8

GND CON
121.8 348.6

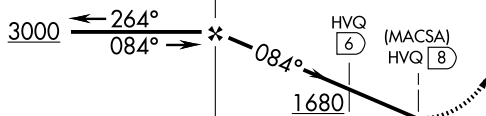
CLNC DEL
118.55



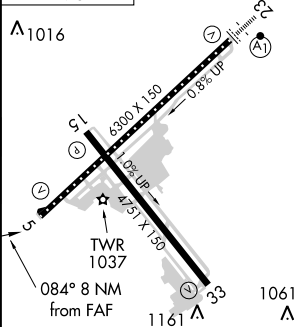
One Minute Holding Pattern

VORTAC

3000 HVQ R-069	CAMMA △
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ELEV 981



HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5 and 15

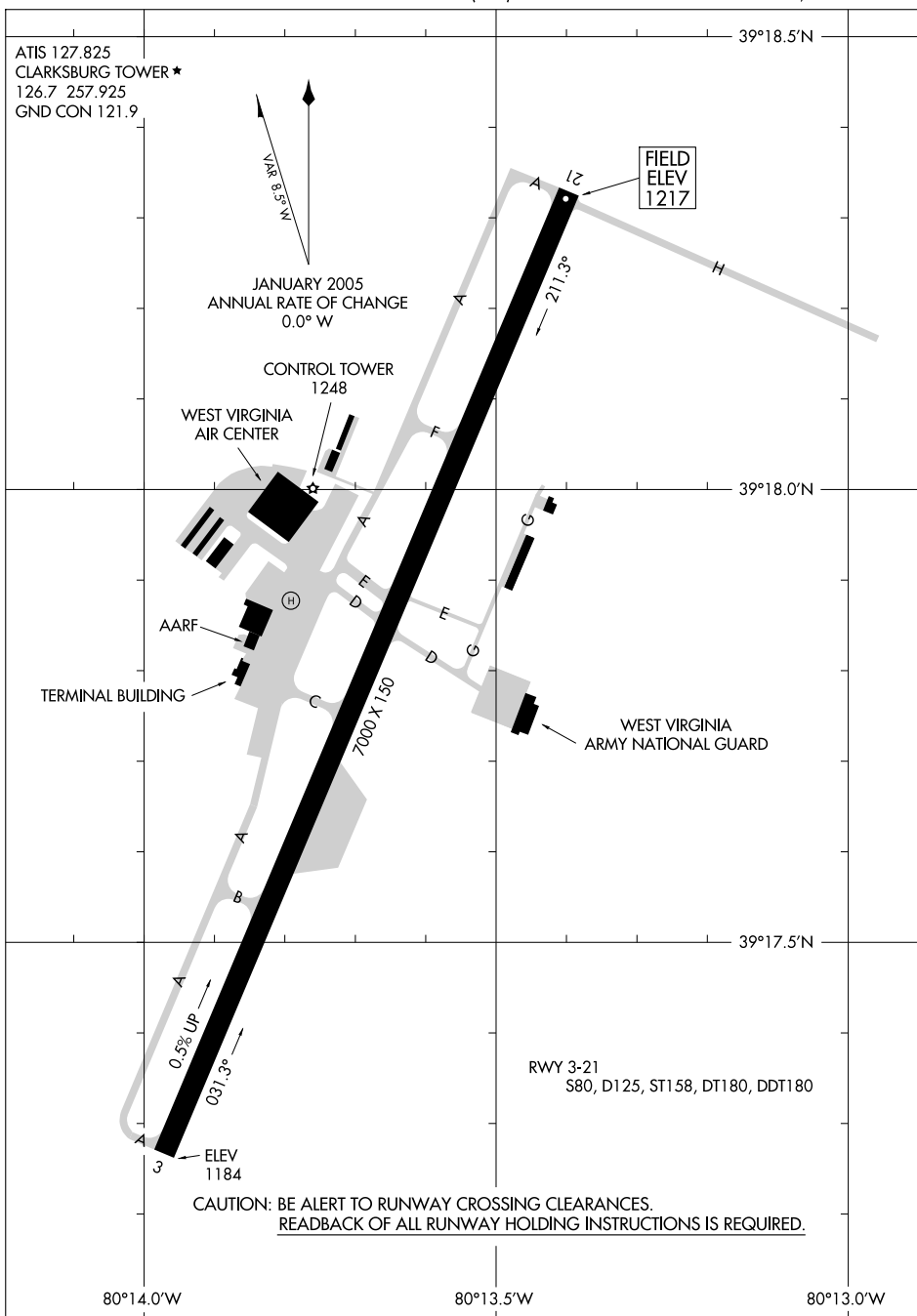
FAF to MAP 8 NM

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-4. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

CLARKSBURG / NORTH CENTRAL WEST VIRGINIA (CKB)
AL-616 (FAA) CLARKSBURG, WEST VIRGINIA



NE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7000
031°	TDZE	1183
	Apt Elev	1217

CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

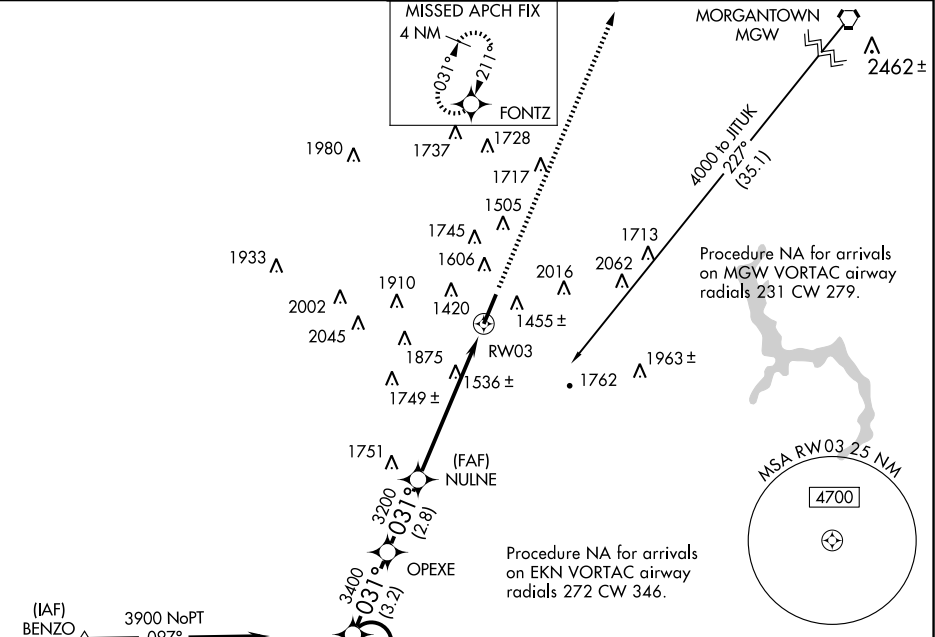
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 80 feet, and increase LNAV Cats C and D visibility ¼ mile, and Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

ATIS	CLARKSBURG APP CON★	CLARKSBURG TOWER★	GND CON	UNICOM
127.825	119.6 269.375	126.7 (CTAF) 0 257.925	121.9	123.0



4 NM Holding Pattern

3900 ← 211°

031° →

JITUK

OPEXE

NULNE

RW03

3200

3400

3800

3.2 NM

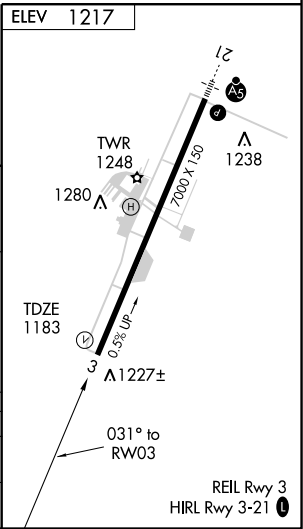
2.8 NM

6.1 NM

VGSI and descent angles not coincident.

3.05° TCH 50

CATEGORY	A	B	C	D
LNAV MDA	1800/50	617 (600-1)	1800-1¾ 617 (600-1¾)	1800-2 617 (600-2)
CIRCLING	1920-1	703 (800-1)	1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)



NE-4. 17 DEC 2009 to 14 JAN 2010

WAAS
CH 82504
W21A

APP CRS
211°

Rwy Idg
TDZE
Apt Elev

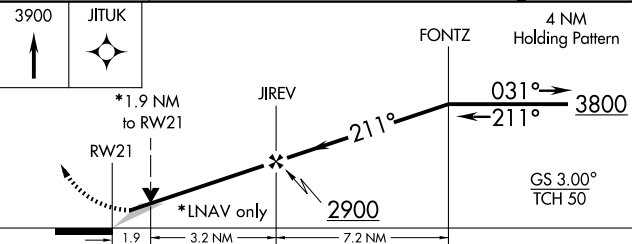
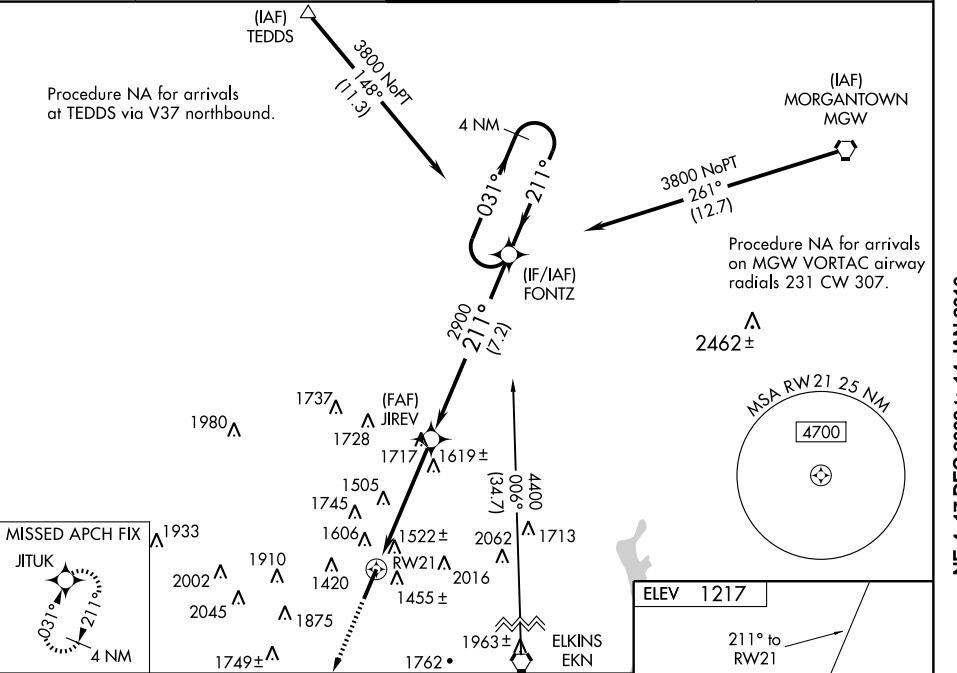
7000
1217
1217

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV Cat B, C and D visibility ½ mile, and Circling Cats B, C and D visibility ¼ mile. When using Morgantown altimeter setting for inoperative MALS, increase LPV visibility all Cats to RVR 5000. LNAV-VNAV NA when using Morgantown altimeter setting.

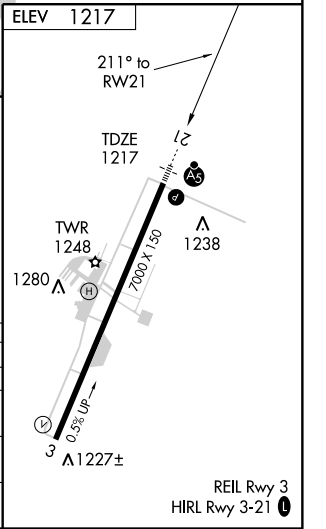
MALS

MISSED APPROACH:
Climb to 3900 direct
JITUK and hold.

ATIS 127.825	CLARKSBURG APP CON ★ 119.6 269.375	CLARKSBURG TOWER ★ 126.7 (CTAF) 0 257.925	GND CON 121.9	UNICOM 123.0
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CATEGORY	A	B	C	D
LPV DA	1417/24 200 (200-½)			
LNAV/VNAV DA	2074-2½ 857 (900-2½)			
LNAV MDA	1880/24 663 (700-½)	1880/60 663 (700-1¼)	1880-1½ 663 (700-1½)	
CIRCLING	1920-1 703 (800-1)	1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)	



NE-4. 17 DEC 2009 to 14 JAN 2010

VOR/DME CKB 112.6 Chan 73	APP CRS 042°	Rwy Idg 7000 TDZE 1183 Apt Elev 1217
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VOR or GPS RWY 3
CLARKSBURG/NORTH CENTRAL WEST VIRGINIA (CKB)



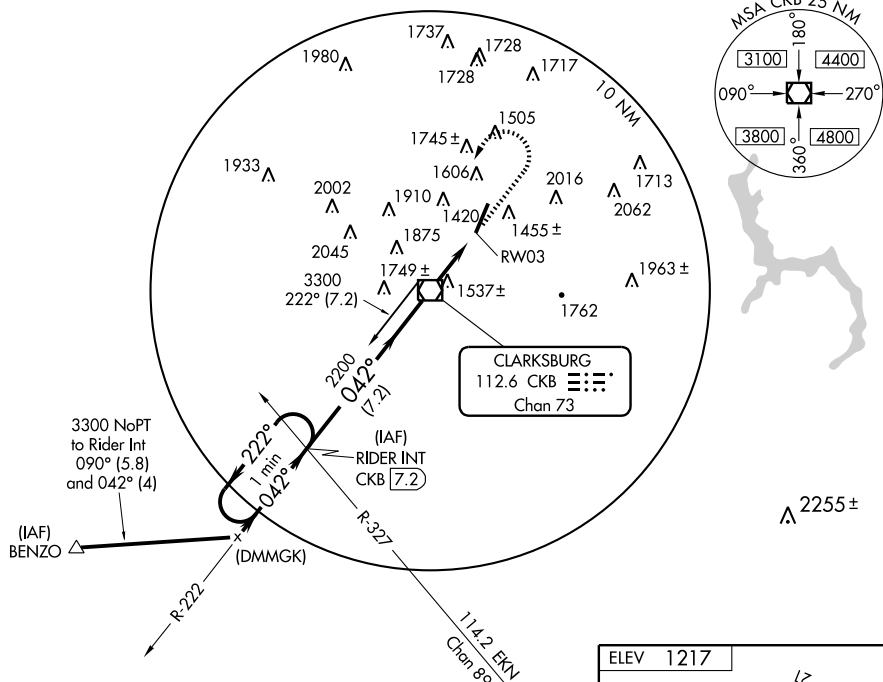
MISSED APPROACH: Climb to 3300, left turn direct CKB VOR/DME, then via CKB R-222 to RIDER Int/CKB 7.2 DME and hold.

ATIS
127.825

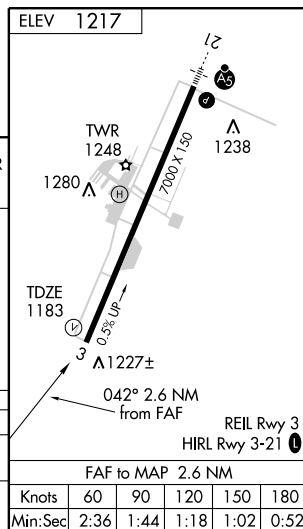
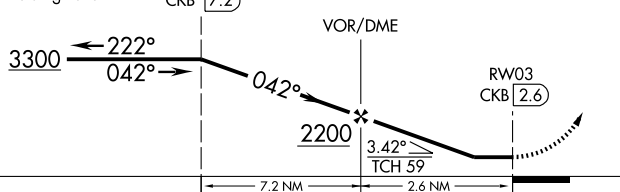
CLARKSBURG APP CON★
119.6 269.375

CLARKSBURG TOWER ★
126.7 (CTAF) 📶 257.925

GND CON
121.9

UNICOM
123.0

One Minute Holding Pattern

RIDER INT
CKB 72

NE-4. 17 DEC 2009 to 14 JAN 2010

▼

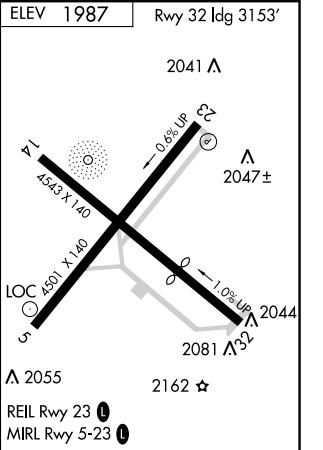
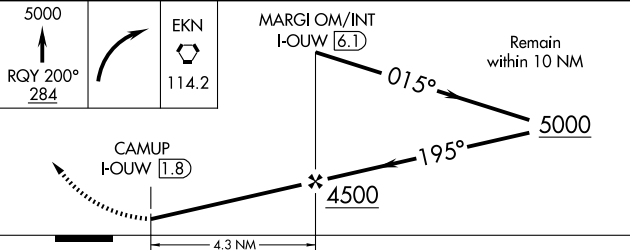
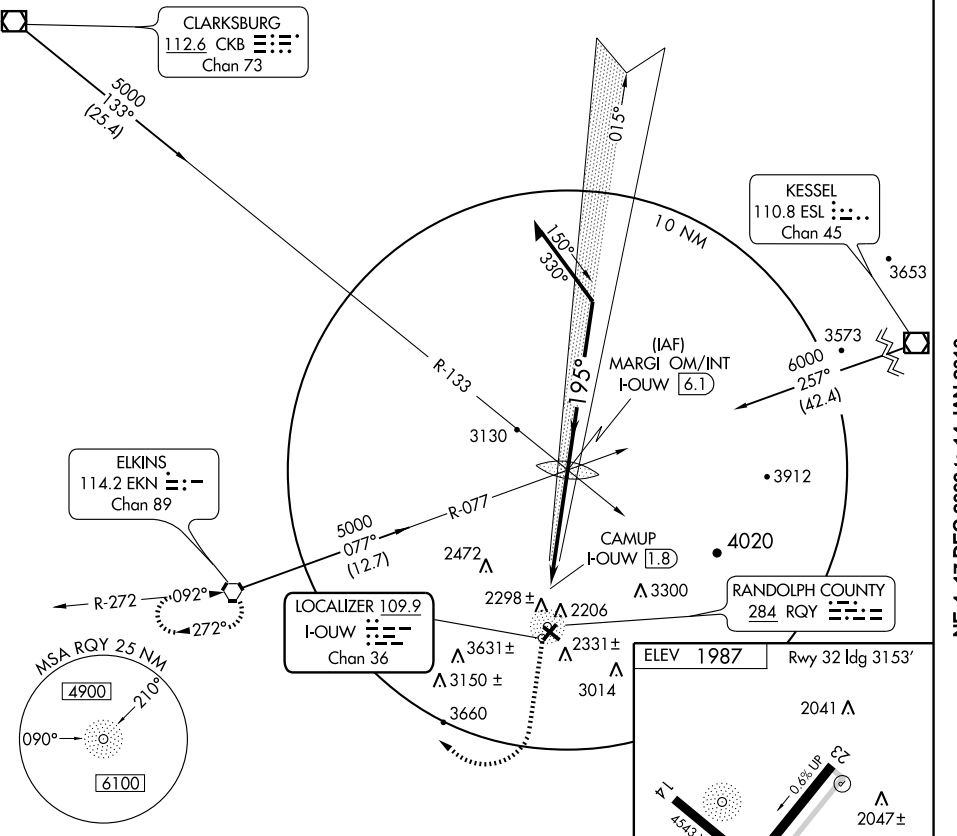
Procedure not authorized at night.

▲

ADF required.

MISSED APPROACH: Climb to 5000 via RQY 200° bearing, then right turn direct EKN VORTAC and hold.

ASOS 119.275	CLARKSBURG APP CON★ 121.15 269.375	ELKINS RADIO 123.6 (CTAF)	122.90
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CATEGORY	FAF to MAP 4.3 NM									
	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	3100 - 1¼	3100 - 1½	3300 - 3	3420 - 3	Min:Sec	4:18	2:52	2:09	1:43	1:26
	1113 (1200-1¼)	1113 (1200-1½)	1313 (1400-3)	1433 (1500-3)						

NE-4.17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	N/A
331°	TDZE	N/A
	Apt Elev	1987

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

RNAV (GPS)-A

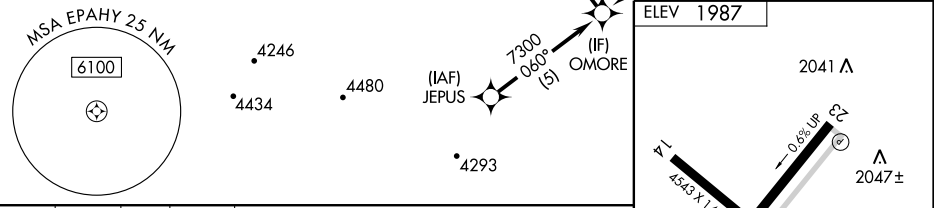
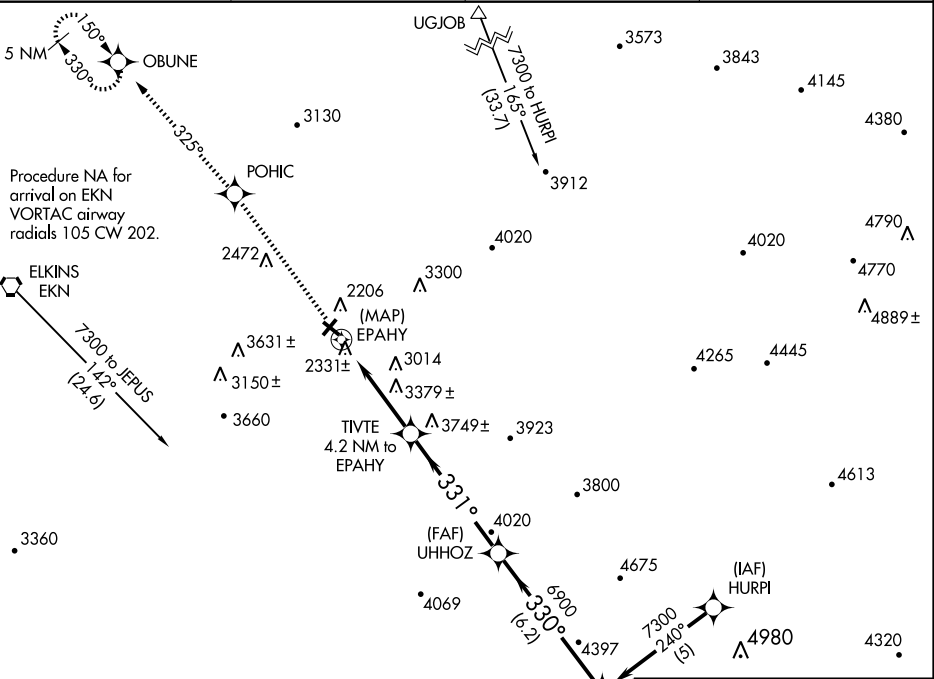
▼

▲

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 4500 direct POHIC and via track 325° to OBUNE and hold.

ASOS 119.275	CLARKSBURG APP CON★ 121.15 269.375	ELKINS RADIO 123.6 (CTAF)	122.9 0
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4500	POHIC	track 325°	OBUNE	TIVTE 4.2 NM to EPAHY	UHHOZ	OMORE
↑	✱	✱	✱	✱	✱	✱
EPAHY						
Procedure Turn NA						
5300						
6900						
331°						
330°						
7300						
6.59° TCH 45						
4.2 NM						
5.3 NM						
6.2 NM						
CATEGORY	A	B	C	D		
CIRCLING	3640-1¼ 1653 (1700-1¼)	3640-1½ 1653 (1700-1½)	3640-3 1653 (1700-3)	NA		

ELEV 1987

2041 Λ

2047 ±

2044

2081 Λ

2162 ☆

Λ 2055

REIL Rwy 23 0

MRL Rwy 5-23 0

NE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4501
032°	TDZE	1973
	Apt Elev	1987

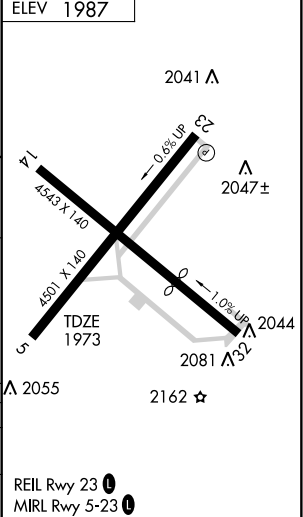
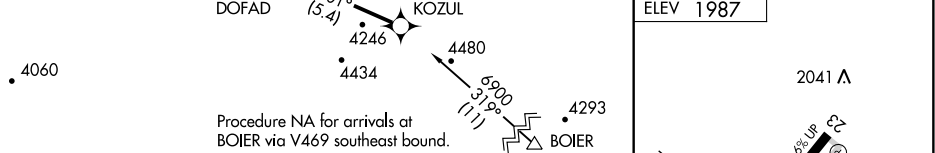
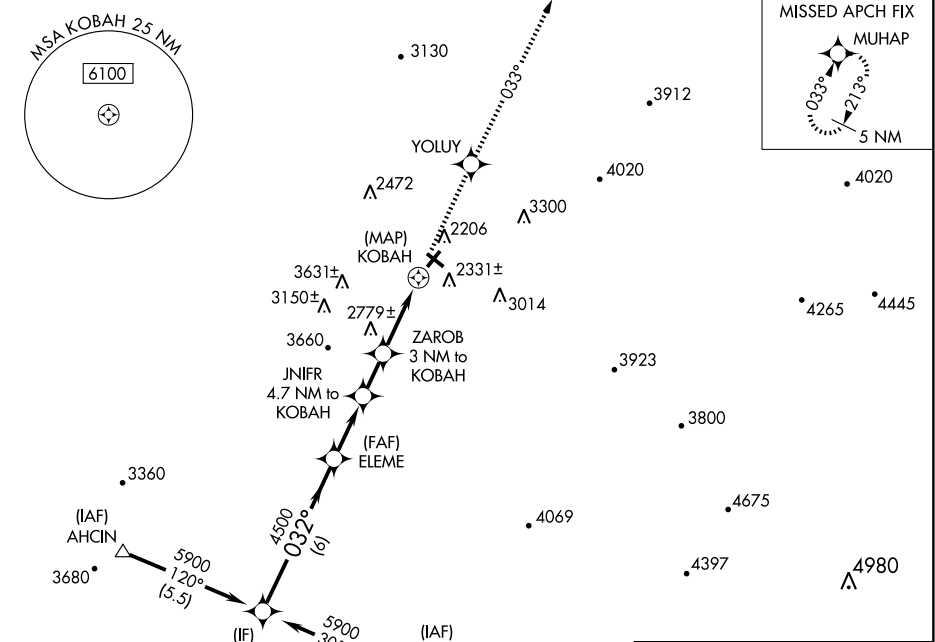
RNAV (GPS) RWY 5

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

⚠ Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 ft. *3800 when using Buckhannon altimeter setting. **3460 when using Buckhannon altimeter setting. Straight-in minimums NA when using Buckhannon altimeter setting.

MISSED APPROACH: Climb to 5500 direct YOLUY and via track 033° to MUHAP and hold.

ASOS 119.275	CLARKSBURG APP CON * 121.15 269.375	ELKINS RADIO 123.6 (CTAF)	122.9 0
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	DOFAD	ELEME	JNIFR 4.7 NM to KOBAB	ZAROB 3 NM to KOBAB	KOBAB
	5900	4500	4500	3700	3360
	032°	032°	032°	032°	032°
	6 NM	2.5 NM	1.7 NM	3 NM	0.5
CATEGORY	A	B	C	D	
LNAV MDA	3040-1¼ 1067 (1100-1¼)	3040-1½ 1067 (1100-1½)	3040-3 1067 (1100-3)		
CIRCLING	3040-1¼ 1053 (1100-1¼)	3040-1½ 1053 (1100-1½)	3200-3 1213 (1300-3)	3320-3 1333 (1400-3)	

REIL Rwy 23 **0**
MIRL Rwy 5-23 **0**

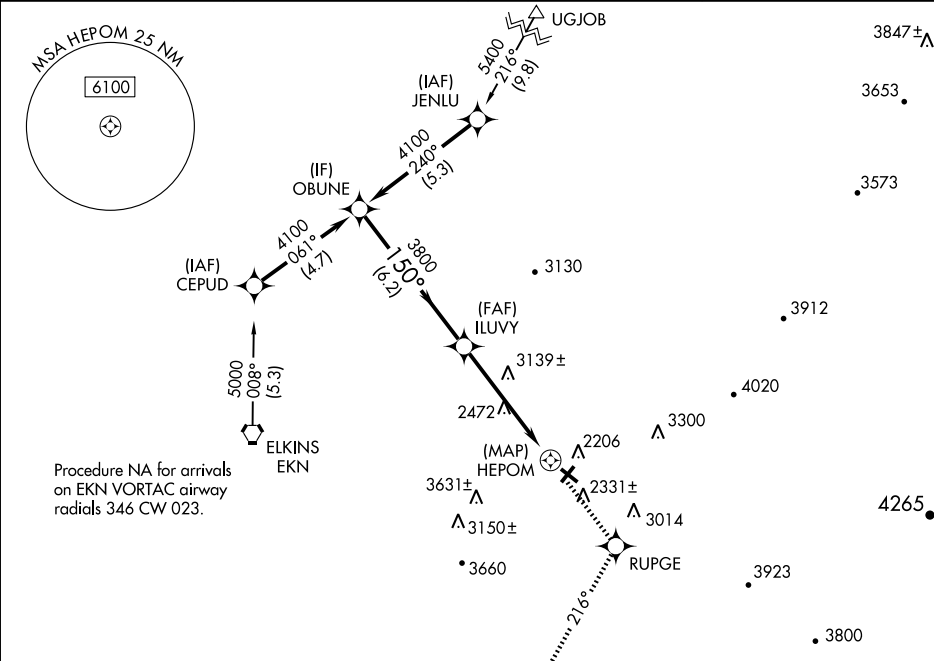
APP CRS	Rwy Idg	4543
150°	TDZE	1968
	Apt Elev	1987

RNAV (GPS) RWY 14

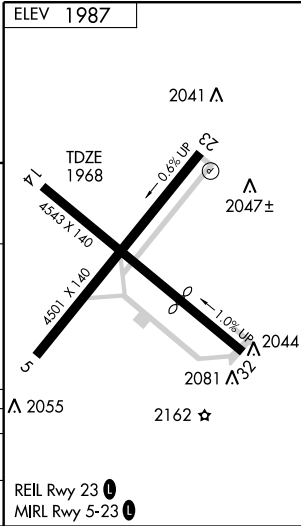
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

<p>⚠ DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.</p>	<p>⚠ MISSED APPROACH: Climb to 6300 direct RUPGE and via 216° track to BEVFE and hold, continue climb-in-hold to 6300.</p>
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ASOS 119.275	CLARKSBURG APP CON★ 121.15 269.375	ELKINS RADIO 123.6 (CTAF)	122.9 0
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	OBUNE	ILUVY	HEPOM	
	4100	3800		
	150°	3.05° TCH 45		
	6.2 NM	5.1 NM	0.5	
CATEGORY	A	B	C	D
LNAV MDA	3400-1¼ 1432 (1500-1¼)	3400-1½ 1432 (1500-1½)	3400-3	1432 (1500-3)
CIRCLING	3400-1¼ 1413 (1500-1¼)	3400-1½ 1413 (1500-1½)	3400-3	1413 (1500-3)



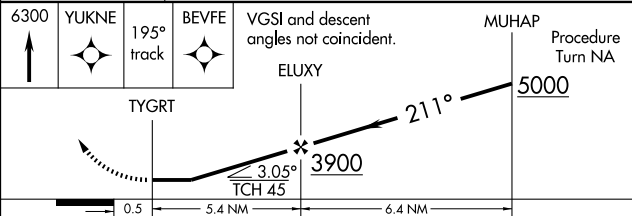
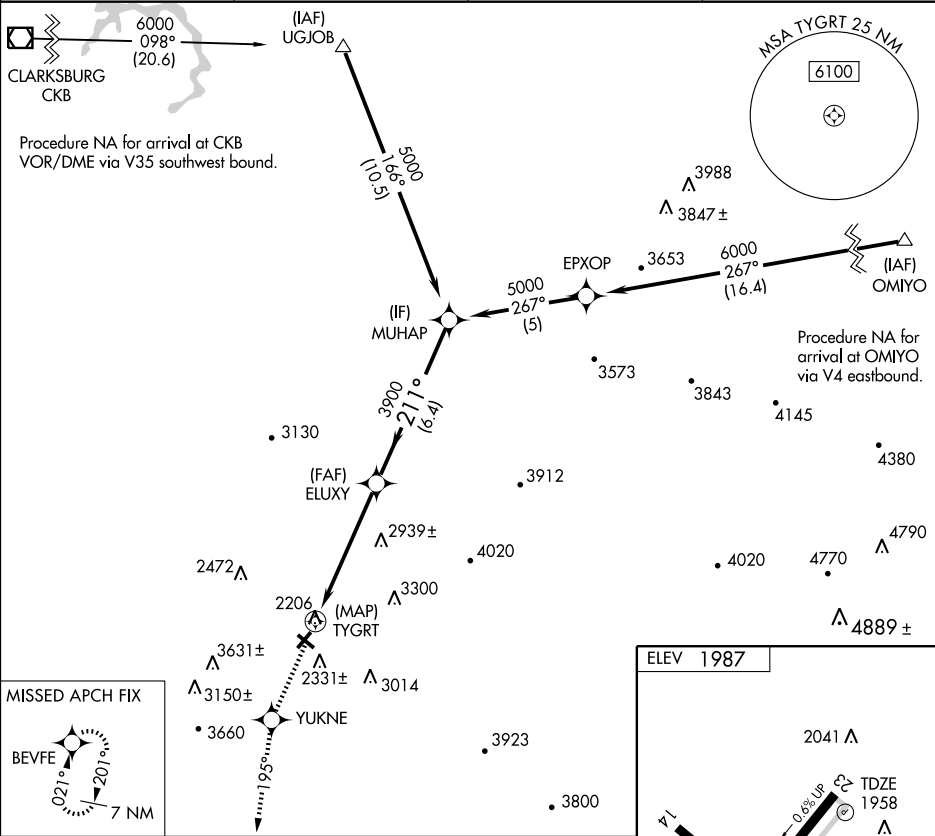
APP CRS	Rwy Idg	4501
211°	TDZE	1958
	Apt Elev	1987

RNAV (GPS) RWY 23

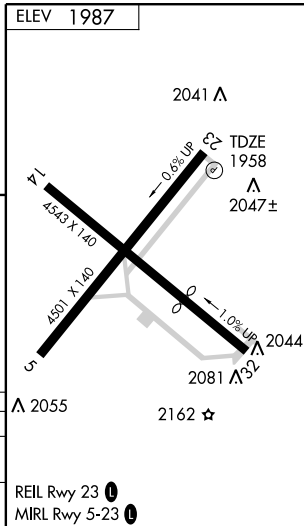
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

<p>⚠ Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.</p>	<p>⚠ MISSED APPROACH: Climb to 6300 direct YUKNE and via 195° track to BEVFE and hold, continue climb-in-hold to 6300.</p>
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ASOS 119.275	CLARKSBURG APP CON ★ 121.15 269.375	ELKINS RADIO 123.6 (CTAF)	122.9 0
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CATEGORY	A	B	C	D
LNAV MDA	3160-1¼ 1202 (1200-1¼)	3160-1½ 1202 (1200-1½)	3160-3 1202 (1200-3)	
CIRCLING	3160-1¼ 1173 (1200-1¼)	3160-1½ 1173 (1200-1½)	3200-3 1213 (1300-3)	3320-3 1333 (1400-3)



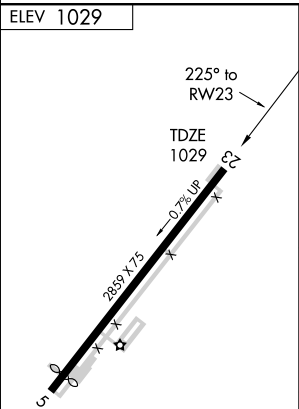
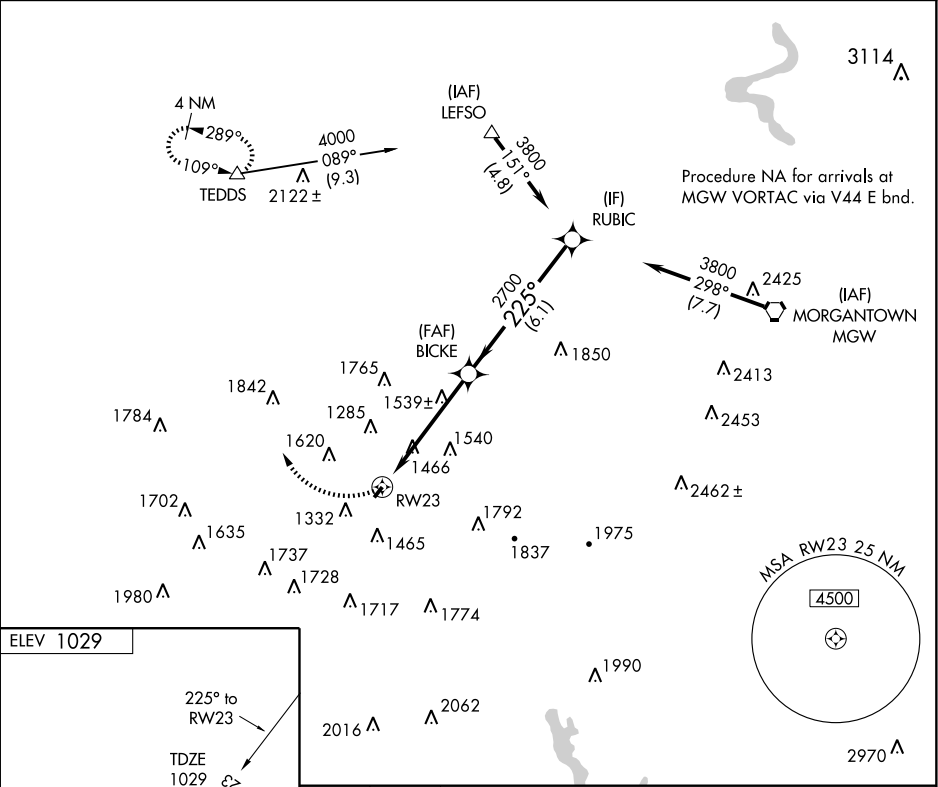
APP CRS	Rwy Idg	2859
225°	TDZE	1029
	Apt Elev	1029

RNAV (GPS) RWY 23


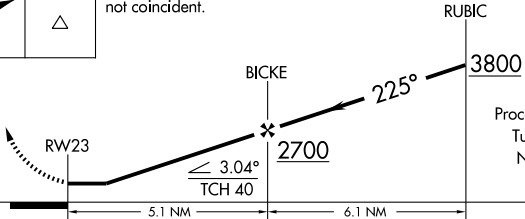
FAIRMONT MUNI-FRANKMAN FIELD (4G7)

 Use Morgantown altimeter setting; if not received, use Clarksburg altimeter setting. DME/DME RNP-0.3 NA.  Circling to Rwy 5 NA at night. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing right turn to 4000 direct TEDDS and hold.
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MORGANTOWN ASOS 120.675	CLARKSBURG APP CON ★ 119.6 269.375	CLNC DEL 118.35	UNICOM 122.8 (CTAF) 0
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REIL Rwy 23 0
MIRL Rwy 5-23 0★

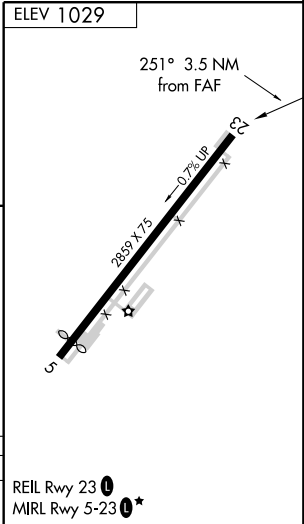
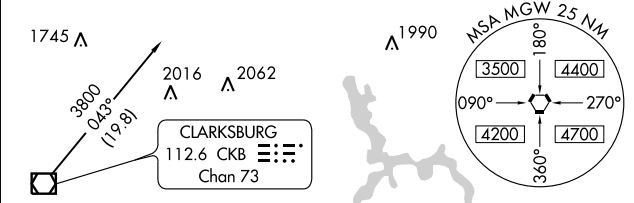
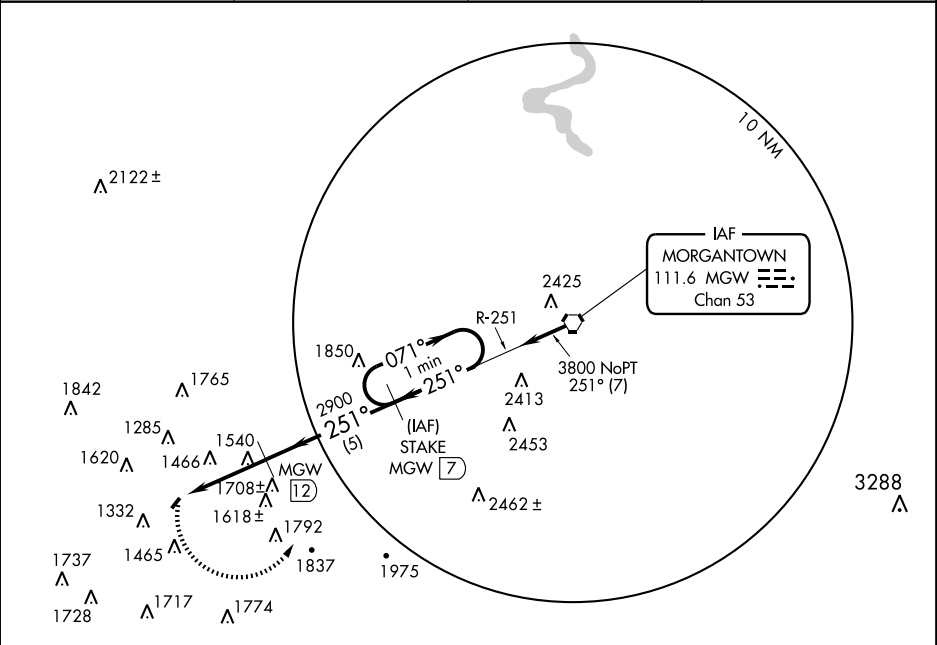
	VGSI and descent angles not coincident.			
				
CATEGORY	A	B	C	D
LNAV MDA	1860-1 831 (900-1)	1860-1¼ 831 (900-1¼)	1860-2½ 831 (900-2½)	NA
CIRCLING	1860-1 831 (900-1)	1860-1¼ 831 (900-1¼)	1860-2½ 831 (900-2½)	NA

VORTAC MGW 111.6 Chan 53	APP CRS 251°	Rwy Idg TDZE Apt Elev 1029	N/A N/A
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VOR/DME-A

FAIRMONT MUNI-FRANKMAN FIELD (4G7)

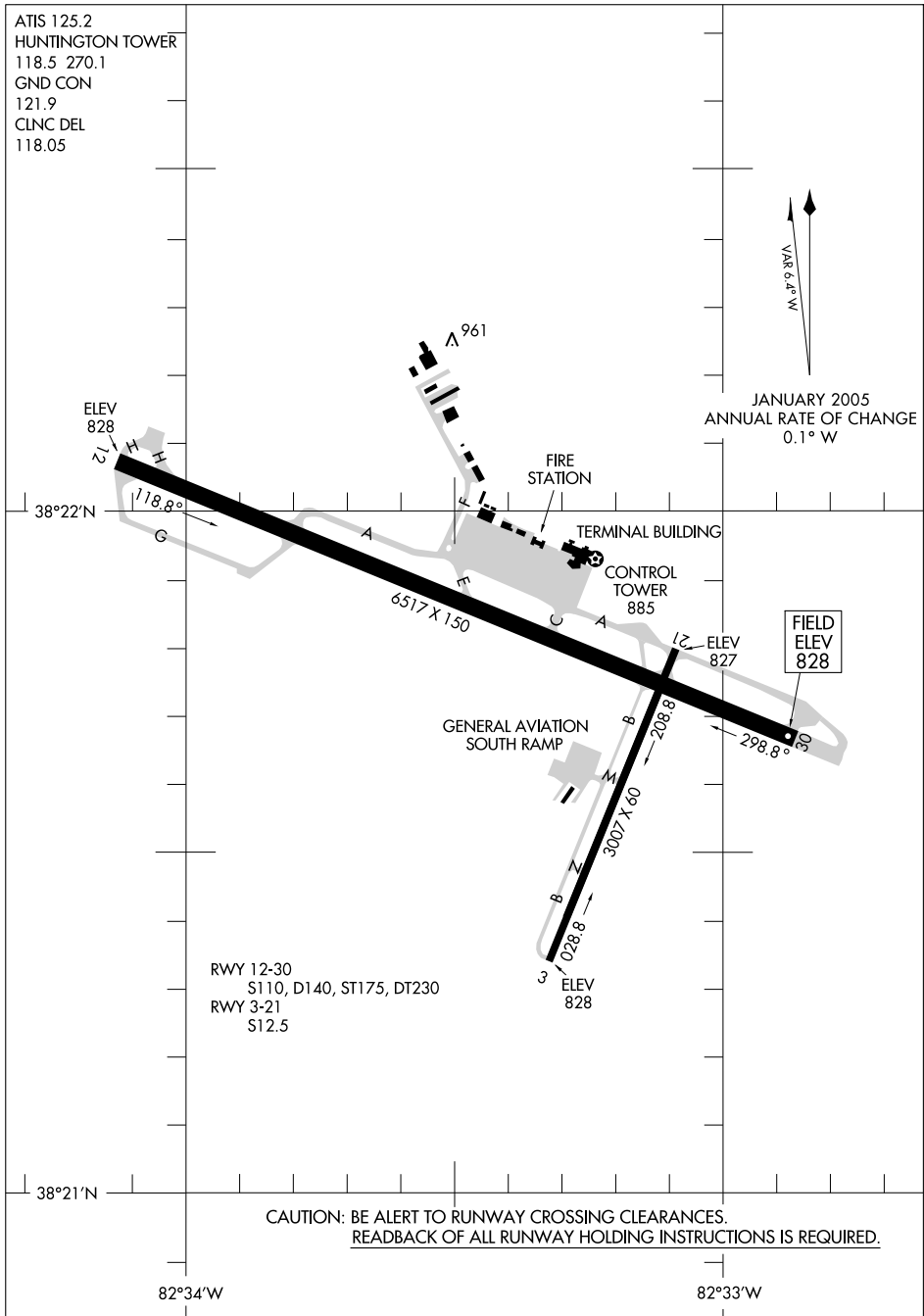
NA Use Morgantown altimeter setting. Circling not authorized at night to Rwy 5.		MISSED APPROACH: Climbing left turn to 3800 via MGW R-251 to STAKE/MGW 7 DME and hold.	
MORGANTOWN ASOS 120.675	CLARKSBURG APP CON ★ 119.6 269.375	CLNC DEL 118.35	UNICOM 122.8 (CTAF) 0



3800	MGW R-251 111.6	STAKE MGW 7	STAKE MGW 7	One Minute Holding Pattern
3800	MGW 15.5	MGW 12	2900	071° → 3800 ← 251°
3.5 NM	5 NM			
CATEGORY	A	B	C	D
CIRCLING	1940-1¼	911 (1000-1¼)	1940-2¾ 911 (1000-2¾)	NA

AIRPORT DIAGRAM

HUNTINGTON/ TRI-STATE/ MILTON J. FERGUSON FIELD (HTS)
AL-532 (FAA) HUNTINGTON, WEST VIRGINIA



NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-HTS	APP CRS	Rwy Idg TDZE	6517
109.9	118°	Apt Elev	828

HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

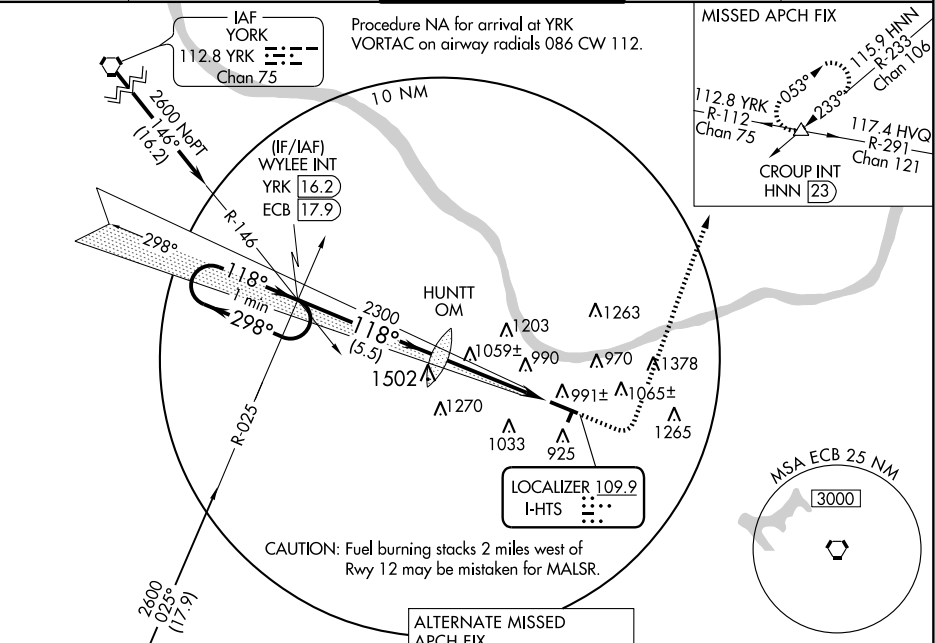
When VGSI Inop, Circling Rwy 3 NA at night.

ASR * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 020° and HNN VORTAC R-233 to CROUP INT/HNN 23 DME and hold.

ATIS	HUNTINGTON APP CON	HUNTINGTON TOWER	GND CON	CLNC DEL
125.2	119.75 270.1	118.5 270.1	121.9	118.05



One Minute Holding Pattern

WYLEE INT

OM

2261

1700

3000

HNN R-233

CROUP

115.9

HNN 23

118° 4.3 NM from FAF

Δ 991±

TWR 885

TDZE 828

6317 x 130

848±

3007 x 40

3 Δ 856±

GS 3.00° TCH 51

2600

298°

118°

2300

5.5 NM

4.3 NM

CATEGORY	A	B	C	D
S-ILS 12	* 1028/24		200 (200-½)	
S-LOC 12	1320/24	492 (500-½)	1320/40 492 (500-¾)	1320/50 492 (500-1)
CIRCLING	1340-1	512 (600-1)	1340-1½ 512 (600-1½)	1420-2 592 (600-2)

REIL Rwy 30

HIRL Rwy 12-30

MIRL Rwy 3-21

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-TUU	APP CRS	Rwy Idg	6517
<u>108.7</u>	298°	TDZE	828
		Apt Elev	828

ILS or LOC RWY 30

HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

T When VGSI inop, Circling Rwy 3 NA at night.

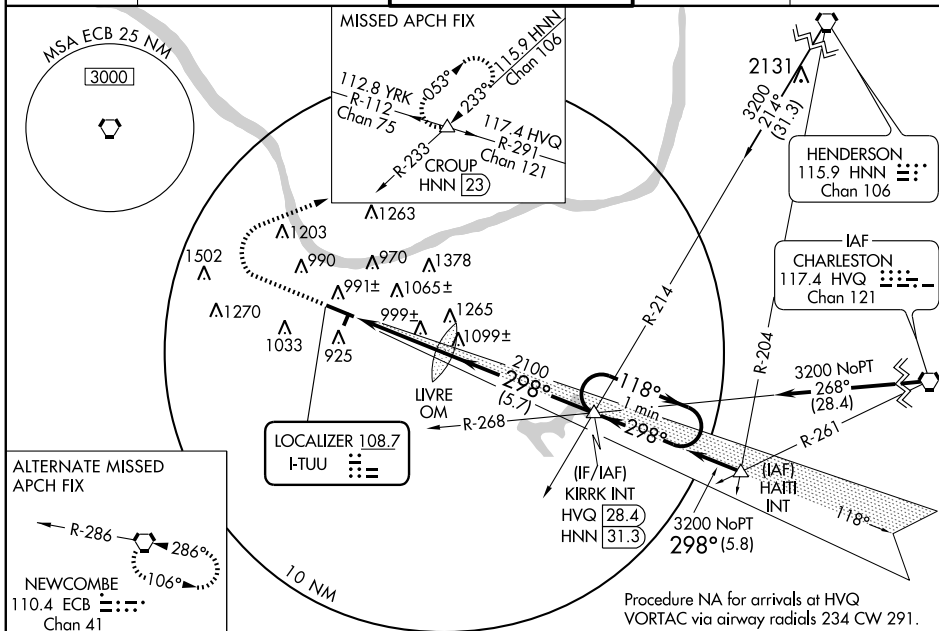
MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 075° and HNN VORTAC R-233 to CROUP Int/HNN 23 DME and hold.

ATIS
125.2

HUNTINGTON APP CON
119.75 270.1

HUNTINGTON TOWNSHIP
118.5 270.1

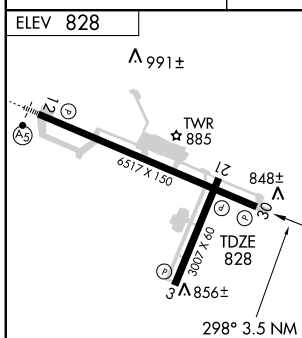
GND CON
121.9

CLNC DEL
118.05

Procedure NA for arrivals at HVQ
VORTAC via airway radials 234 CW 291.

Procedure NA for arrivals at HAITI via V4 Eastbound

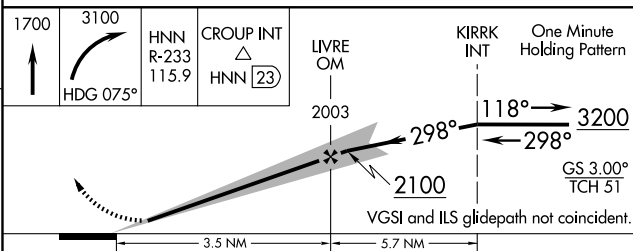
NE-4, 17 DEC 2009 to 14 JAN 2010



REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-ILS 30	1028- $\frac{3}{4}$		200 (200- $\frac{3}{4}$)	
S-LOC 30	1260-1	432 (500-1)	1260-1 $\frac{1}{4}$ 432 (500-1 $\frac{1}{4}$)	1260-1 $\frac{1}{2}$ 432 (500-1 $\frac{1}{2}$)
CIRCLING	1340-1	512 (600-1)	1340-1 $\frac{1}{2}$ 512 (600-1 $\frac{1}{2}$)	1420-2 592 (600-2)

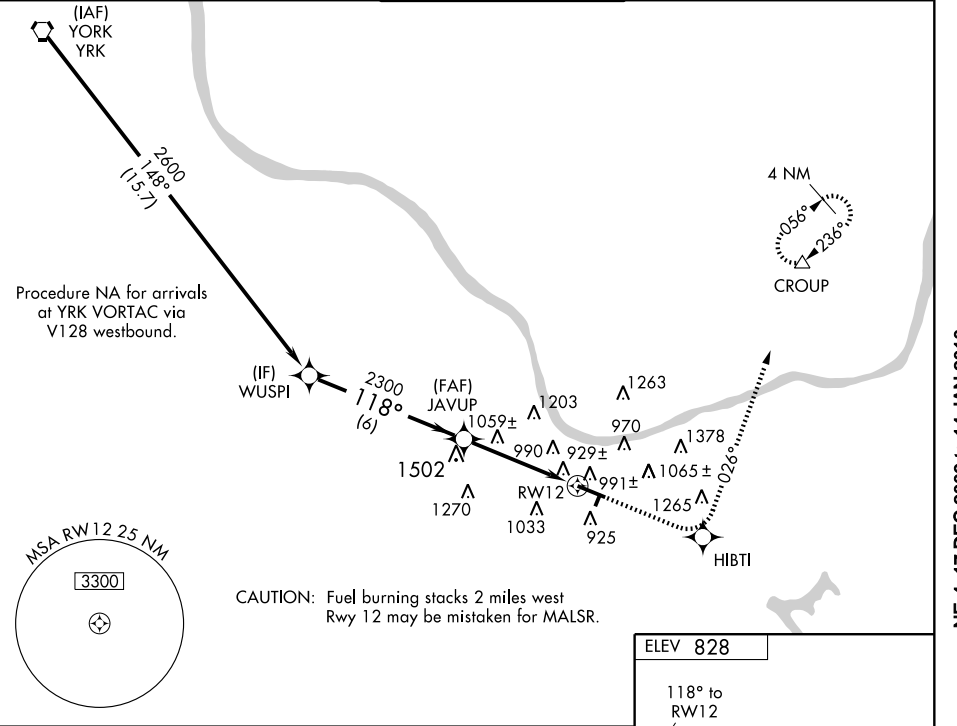
ASR

DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 3 NA at night.
For inoperative MALSR, increase LPV all Cots visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F)

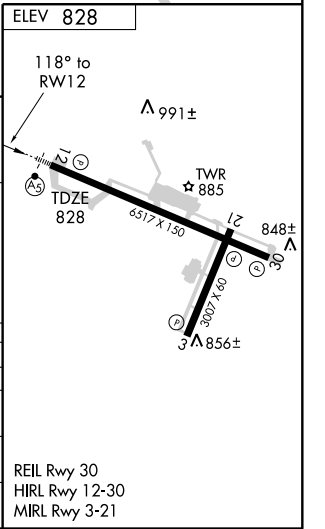
MALSR

MISSED APPROACH: Climb to 3000 direct HIBTI and left turn via 026° track to CROUP and hold.

ATIS 125.2	HUNTINGTON APP CON 119.75 270.1	HUNTINGTON TOWER 118.5 270.1	GND CON 121.9	CLNC DEL 118.05
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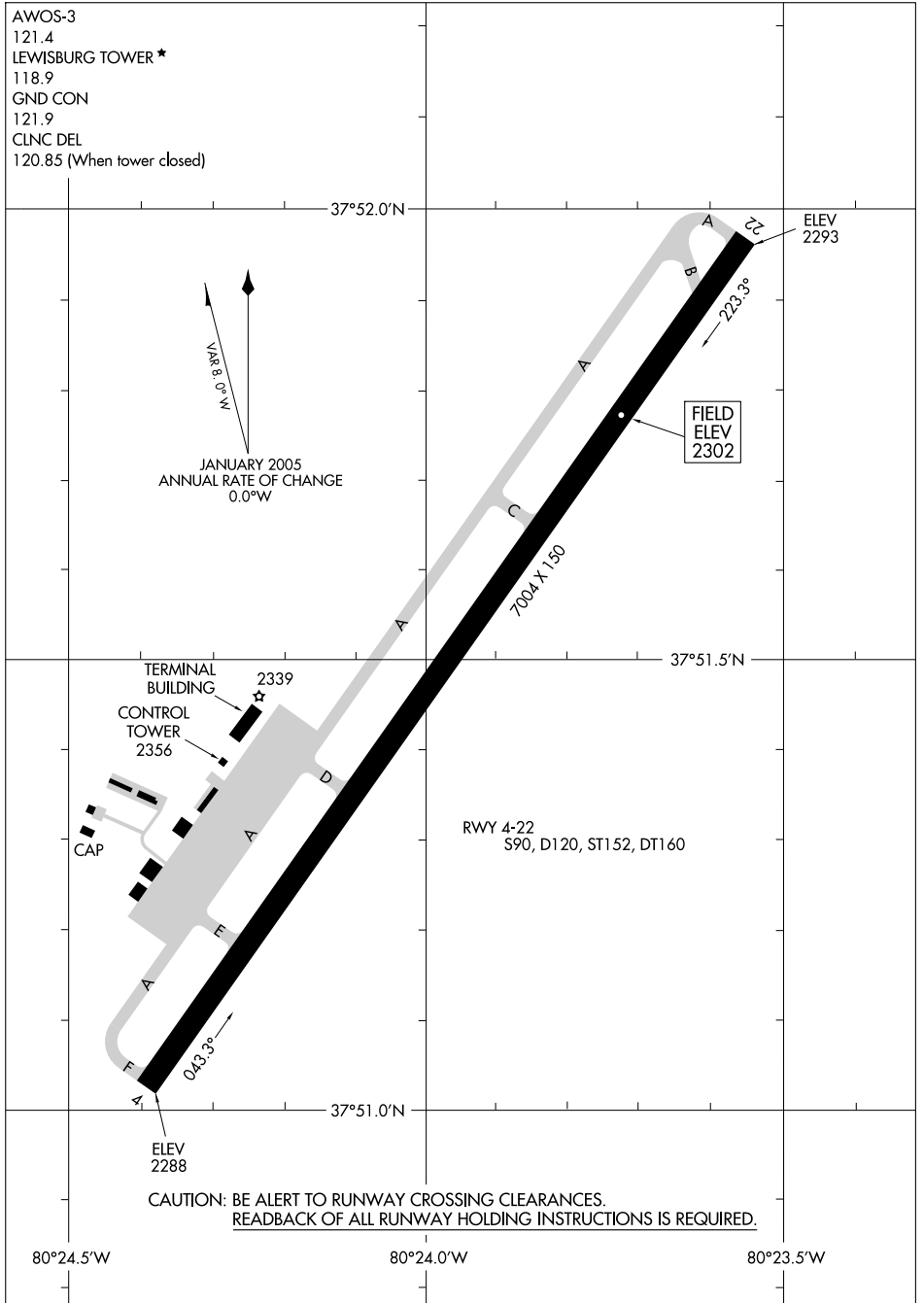
	WUSPI	JAVUP	3000	HIBTI	026° TRK	CROUP
	2600	2300				
Procedure	Turn NA					
GS 3.00°						
TCH 51						
	6 NM	3 NM	1.4			
CATEGORY	A	B	C	D		
LPV DA		1157/40	329 (400-¾)			
LNAV/VNAV DA		1329/60	501 (600-1¼)			
LNAV MDA	1320/24	492 (500-½)	1320/40 492 (500-¾)	1320/50 492 (500-1)		
CIRCLING	1340-1	512 (600-1)	1340-1½ 512 (600-1½)	1420-2 592 (600-2)		



AIRPORT DIAGRAM

AL-5601 (FAA)

LEWISBURG/ GREENBRIER VALLEY (LWB)
LEWISBURG, WEST VIRGINIA



NE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-LWB	APP CRS	Rwy Idg	7004
110.35	045°	TDZE	2288
		Apt Elev	2302

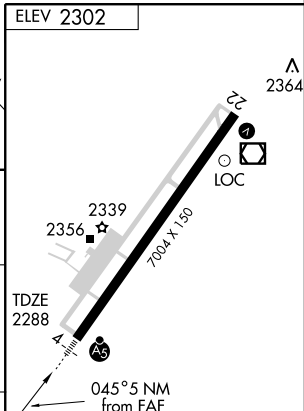
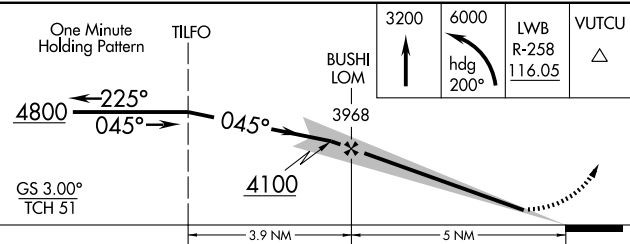
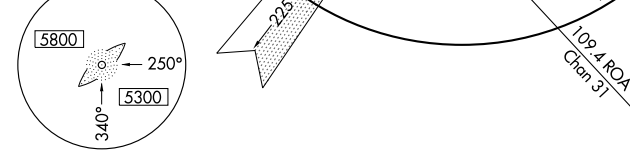
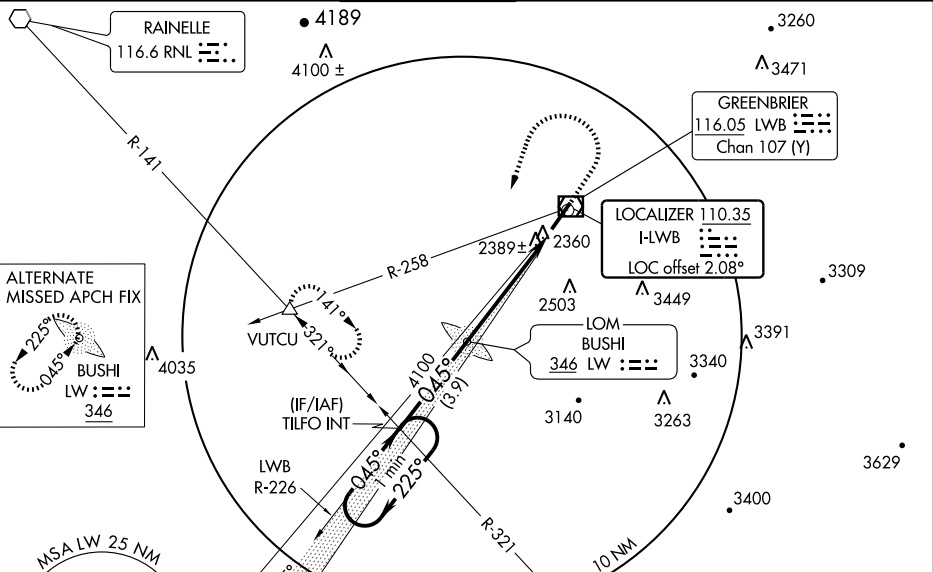
Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 2647 feet and all MDA 120 feet.

Increase S-LOC 4 Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C visibility ½ mile. Inoperative table does not apply to S-ILS 4 all Cats. For inoperative MALSR, increase S-LOC 4 Cats A and B visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-ILS 4 all Cats visibility to 1 ¼ miles, S-LOC 4 Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3200, then climbing left turn to 6000 via heading 200° and LWB VOR/DME R-258 to VUTCU INT and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER*	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF)	121.9	120.85 (When tower closed)	122.95



CATEGORY	A	B	C	D
S-ILS 4		2538-¾	250 (300-¾)	
S-LOC 4		2700-¾	412 (400-¾)	
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 17 DEC 2009 to 14 JAN 2010

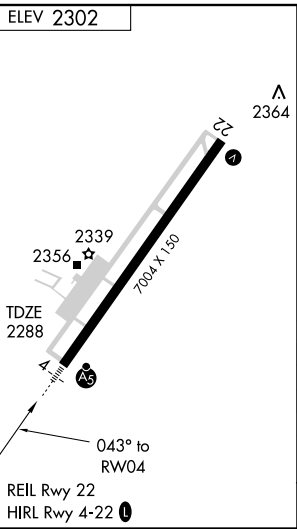
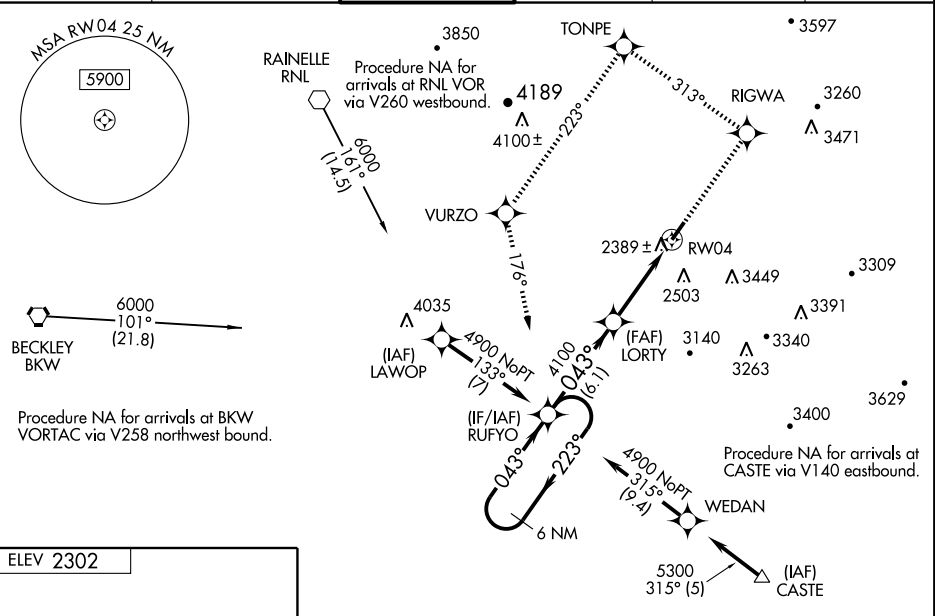
WAAS CH 42613 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	7004 2288 2302
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 109 feet and all MDA 120 feet; Increase LPV all Cats, LNAV Cats C and D visibility ¼ mile, Circling Cat C, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR, increase LNAV all Cats visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase LPV all Cats visibility ½ mile and LNAV Cats A and B ¼ mile. VDP and Baro-VNAV NA when using Beckley altimeter setting.

MALSR

MISSED APPROACH: Climb to 5500 direct RIGWA and left turn via track 313° to TONPE and left turn via track 223° to VURZO and via track 176° to RUFYO and hold.

AWOS-3 121.4	WASHINGTON CENTER 134.4 353.9	LEWISBURG TOWER* 118.9 (CTAF) 0	GND CON 121.9	CLNC DEL 120.85 (When tower closed)	UNICOM 122.95
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6 NM Holding Pattern		5500	RIGWA	TONPE	VURZO	RUFYO
RUFYO		↑	track 313°	track 223°	track 176°	
4900 ← 223° 043° →		* LNAV only.				
GS 3.00° TCH 51		*1.1 NM to RW04				
6.1 NM		4.5 NM		1.1		
CATEGORY	A	B	C	D		
LPV DA	2589-¾		301 (300-¾)			
LNAV/VNAV DA	2786-1¼		498 (500-1¼)			
LNAV MDA	2680-¾		392 (400-¾)		2680-1 392 (400-1)	
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)		

NE-4.17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7004
223°	TDZE	2302
	Apt Elev	2302

RNAV (GPS) RWY 22

LEWISBURG/GREENBRIER VALLEY (LWB)



DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, LNAV Cat C and Cat D visibility $\frac{1}{4}$ mile, and Circling Cat C visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 6000 direct LORTY and via track 212° to PEEBE and hold, continue climb-in-hold to 6000.

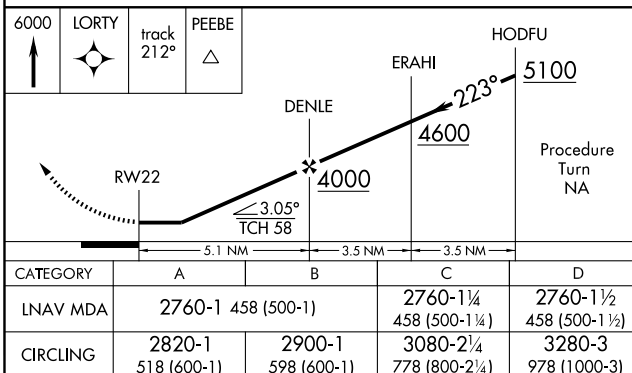
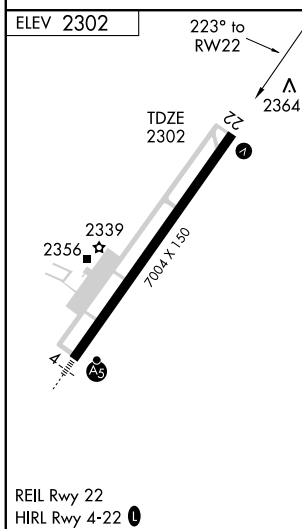
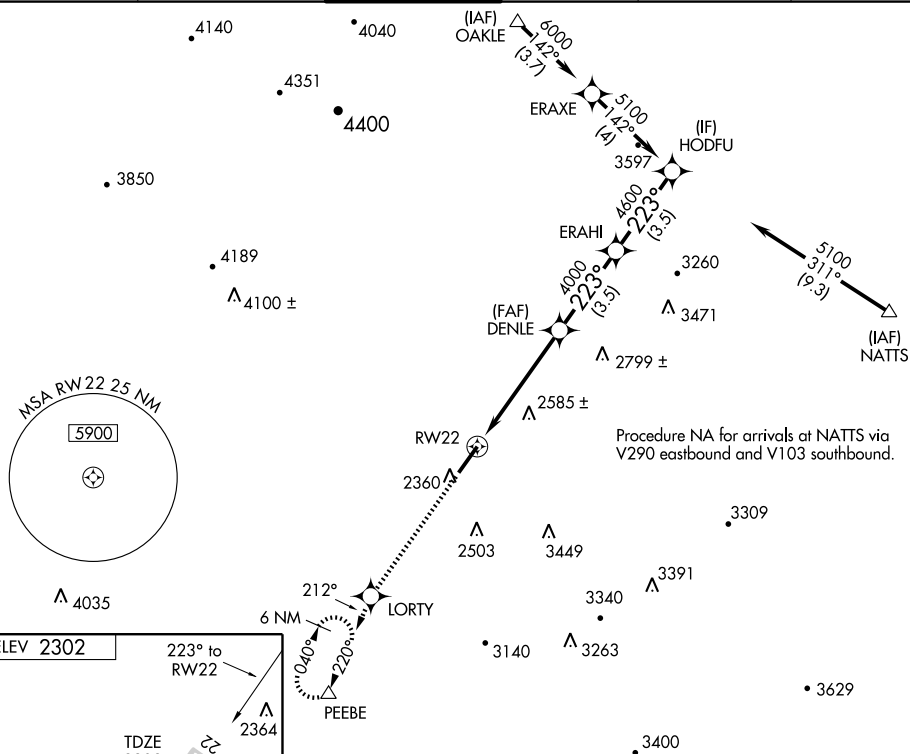
AWOS-3
121.4

WASHINGTON CENTER
134.4 353.9

LEWISBURG TOWER★
118.9 (CTAF) ①

GND CON
121.9

CLNC DEL
120.85
(When tower closed)

UNICOM
122.95

VOR/DME LWB
116.05
Chan 107 (Y)

APP CRS
048°

Rwy Idg
TDZE
Apt Elev

7004
2288
2302

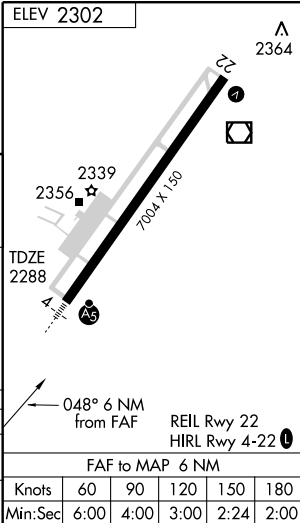
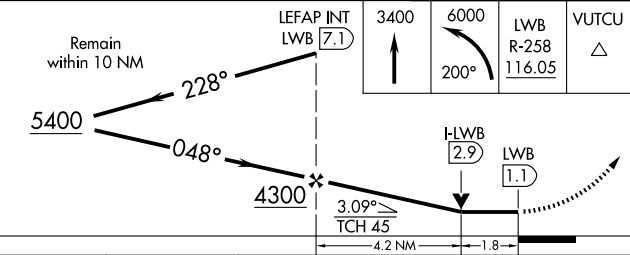
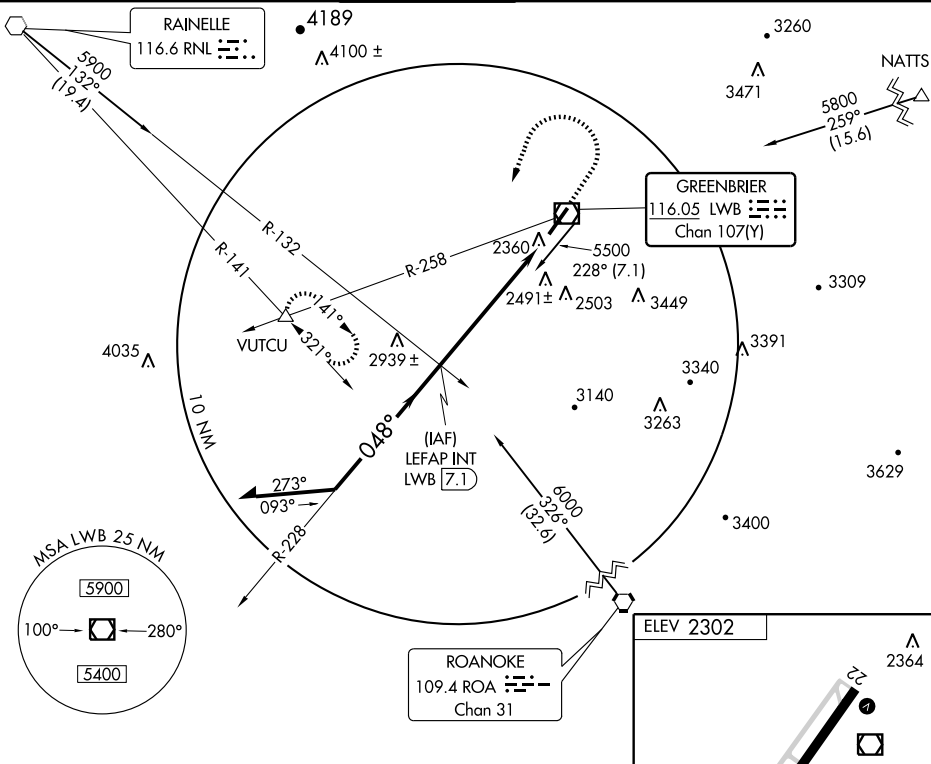
LEWISBURG/ GREENBRIER VALLEY (LWB)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-4 Cat C and Cat D and Circling Cat C visibility ½ mile. For inoperative MALSR, increase S-4 Cats A and B visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-4 Cat A visibility ¼ mile.



MISSED APPROACH: Climb to 3400, then climbing left turn to 6000 via heading 200° and LWB VOR/DME R-258 to VUTCU INT and hold, continue climb-in-hold 6000.

AWOS-3 121.4	WASHINGTON CENTER 134.4 353.9	LEWISBURG TOWER* 118.9 (CTAF) 0	GND CON 121.9	CLNC DEL 120.85 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4	2920-¾ 632 (700-¾)	2920-1¼ 632 (700-1¼)	2920-1½ 632 (700-1½)	2920-1½ 632 (700-1½)
CIRCLING	2920-1 618 (700-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)	

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

VOR/DME LWB
116.05
Chan **107** (Y)

APP CRS
208°

Rwy Idg	7004
TDZE	2302
Apt Elev	2302

VOR RWY 22

LEWISBURG/ GREENBRIER VALLEY (LWB)

T Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-22 Cats C and D visibility $\frac{1}{4}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 6000 via LWB
VOR/DME R-220 to PEEBE INT/ROA 30.6 DME
and hold, continue climb-in-hold to 6000.

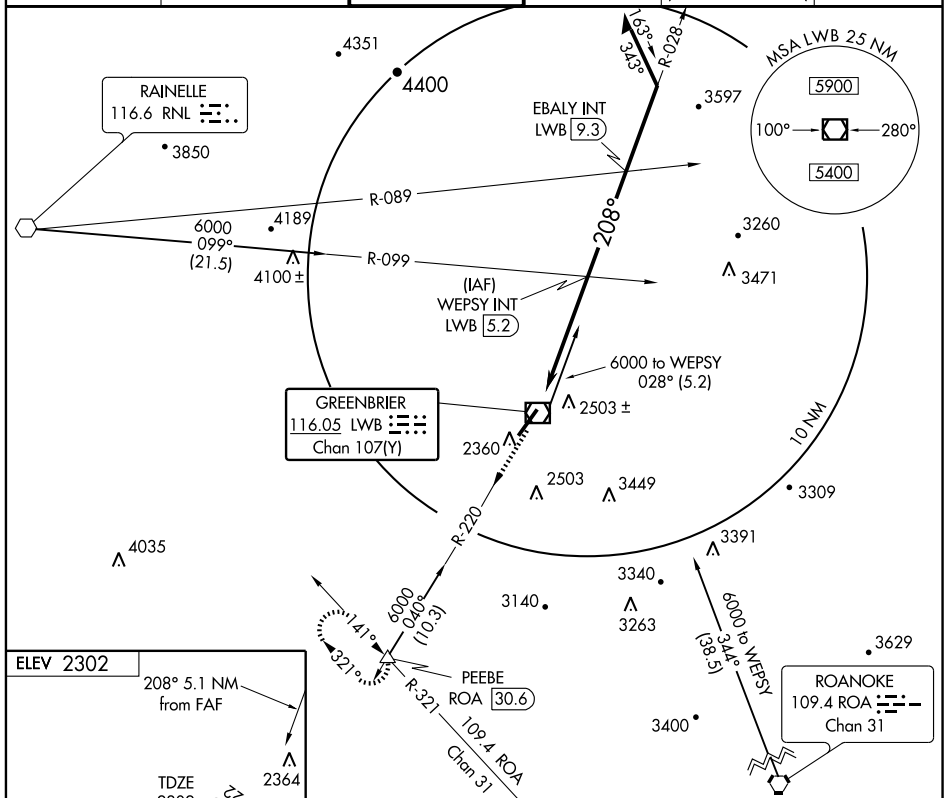
AWOS-3
121.4

WASHINGTON CEN
134.4 353.9

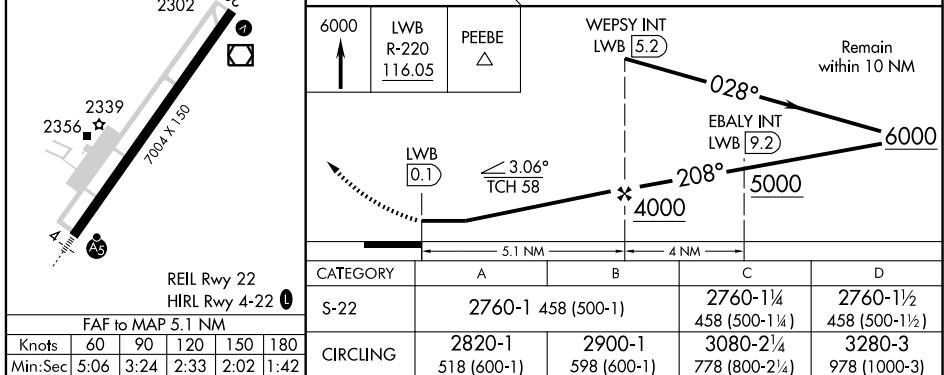
LEWISBURG TOWER*
118.9 (CTAF) **L**

121.9

CLNC DEL
120.85
(when tower closed)

UNICOM
122.95

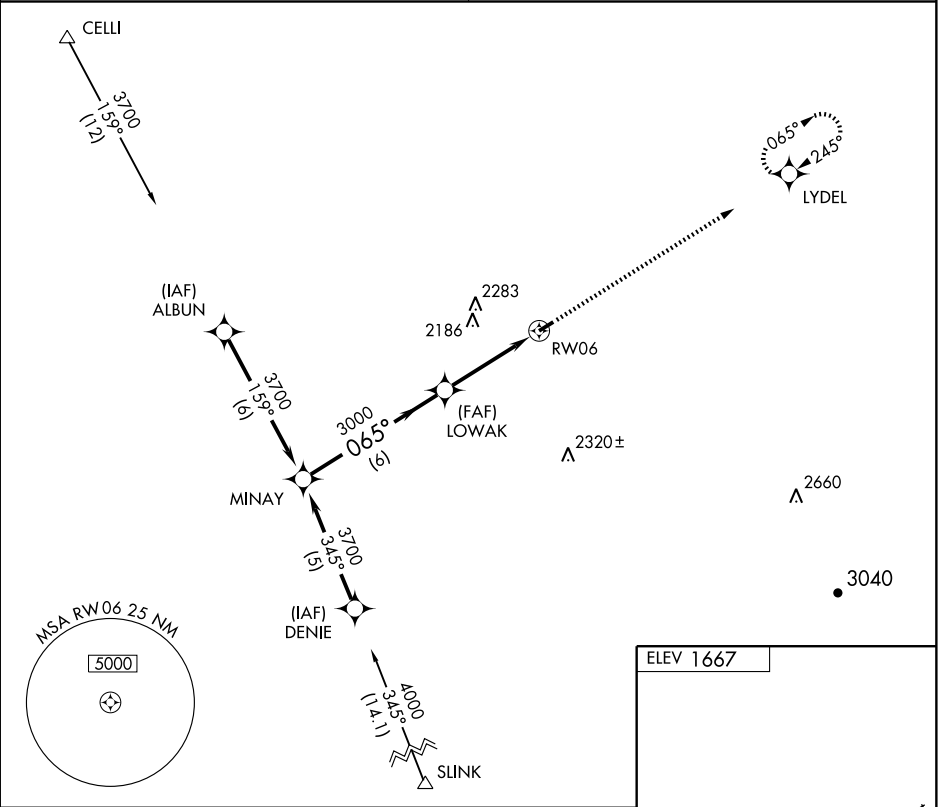
NE-4. 17 DEC 2009 to 14 JAN 2010



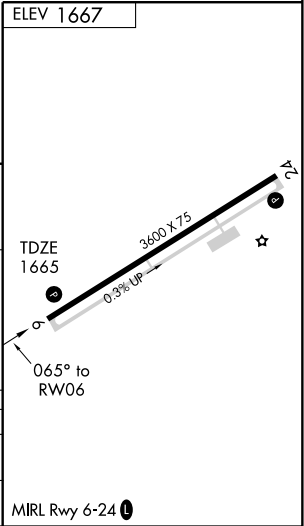
GPS RWY 6
LOGAN COUNTY (6L4)

APP CRS	Rwy Idg	3600
065°	TDZE	1665
	Apt Elev	1667

<div><div>▼</div><div>▲ NA</div></div> <div>Use Charleston altimeter setting.</div>	MISSED APPROACH: Climb to 4000 direct LYDEL WP and hold.
CHARLESTON APP CON 119.2 269.125	CTAF 0 122.9



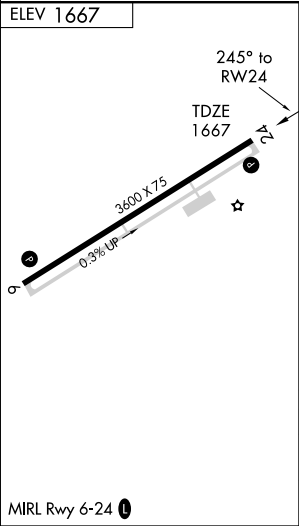
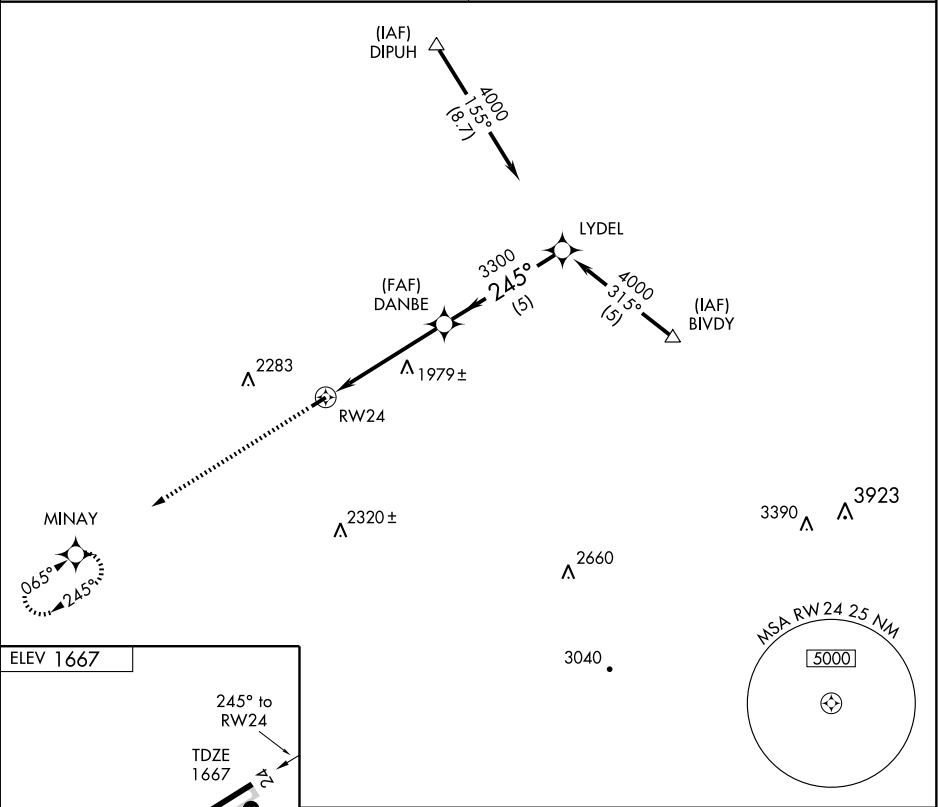
MINAY		LOWAK		4000	LYDEL
3700		3000		↑	★
Procedure Turn NA		RWY 06			
6 NM		4 NM			
CATEGORY	A	B	C	D	
S-6	2500-1 835 (900-1)	2500-1¼ 835 (900-1¼)	2500-2½ 835 (900-2½)	NA	
CIRCLING	2500-1 833 (900-1)	2500-1¼ 833 (900-1¼)	2500-2½ 833 (900-2½)	NA	



GPS RWY 24
LOGAN COUNTY (6L4)

APP CRS	Rwy Idg	3600
245°	TDZE	1667
	Apt Elev	1667

<div><div><div>▽</div><div>▲ NA</div></div><div>Use Charleston altimeter setting.</div></div>	MISSED APPROACH: Climb to 3700 direct MINAY WP and hold.
CHARLESTON APP CON 119.2 269.125	CTAF 0 122.9



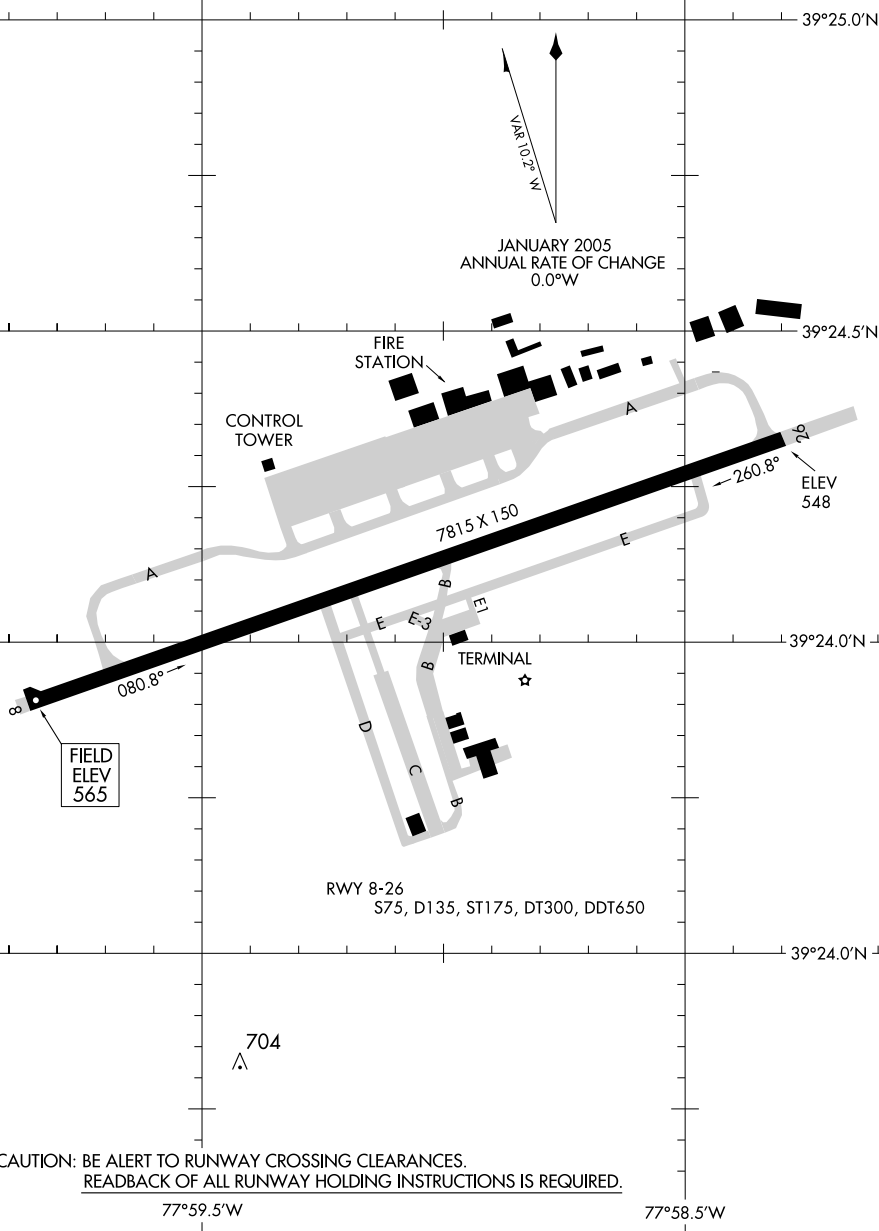
3700

MINAY

AIRPORT DIAGRAM

EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)
AL-249 (FAA) MARTINSBURG, WEST VIRGINIA

MARTINSBURG TOWER ★
124.3 236.6
GND CON
121.8 275.8



NE-4, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 26
A RGNL/SHEPHERD FIELD (MRB)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold.

ELEV 557

259° 5.3 NM from FAF

585 592 676± 594 592 627 622 704 593 610 594 548

7815 X 150

TDZE 548

5.3 NM

HIRL Rwy 8-26

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

APP CRS	Rwy Idg	7815
079°	TDZE	565
	Apt Elev	557

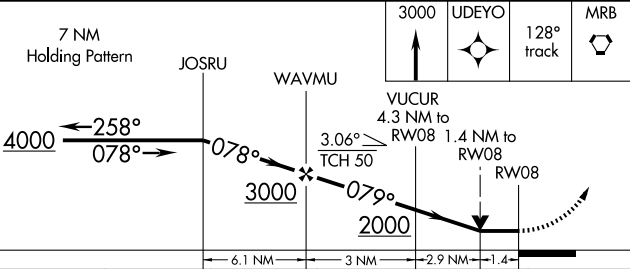
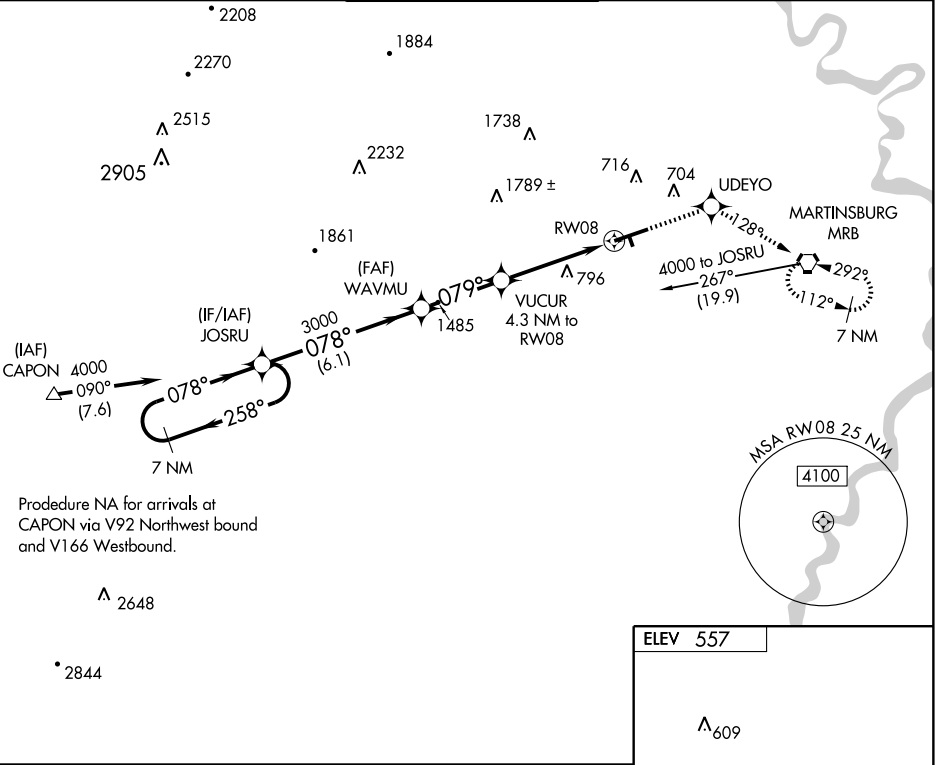
MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

RNAV (GPS) RWY 8

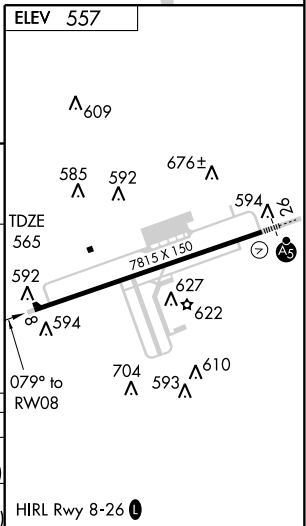
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDA 80 feet, LNAV Cat C, D, E visibility ¼ mile, and Circling Cat C visibility ¼ mile. VDP NA when using Hagerstown altimeter setting.

MISSED APPROACH: Climb to 3000 direct UDEYO and via 128° track to MRB VORTAC and hold.

ASOS 119.925	POTOMAC APP CON 126.1 338.25	MARTINSBURG TOWER ★ 124.3 (CTAF) 0 236.6	GND CON 121.8 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LNAV MDA	1060 - 1	495 (500-1)	1060 - 1¼ 495 (500-1¼)	1060 - 1½ 495 (500-1½)	1060 - 1¾ 495 (500-1¾)
CIRCLING	1060 - 1 503 (600-1)	1080 - 1 523 (600-1)	1080 - 1½ 523 (600-1½)	1120 - 2 563 (600-2)	2140 - 3 1583 (1600-3)



Baro-VNAV NA when using Hagerstown altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). VDP NA when using Hagerstown altimeter setting.

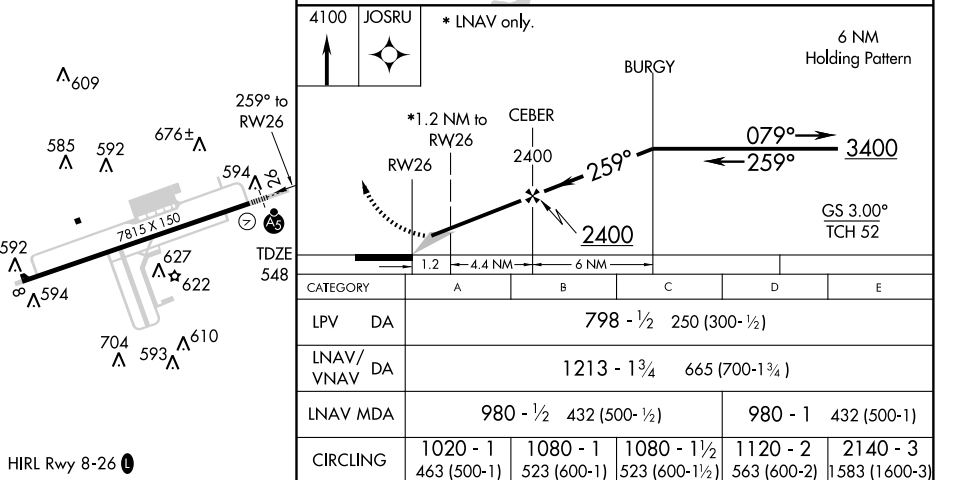
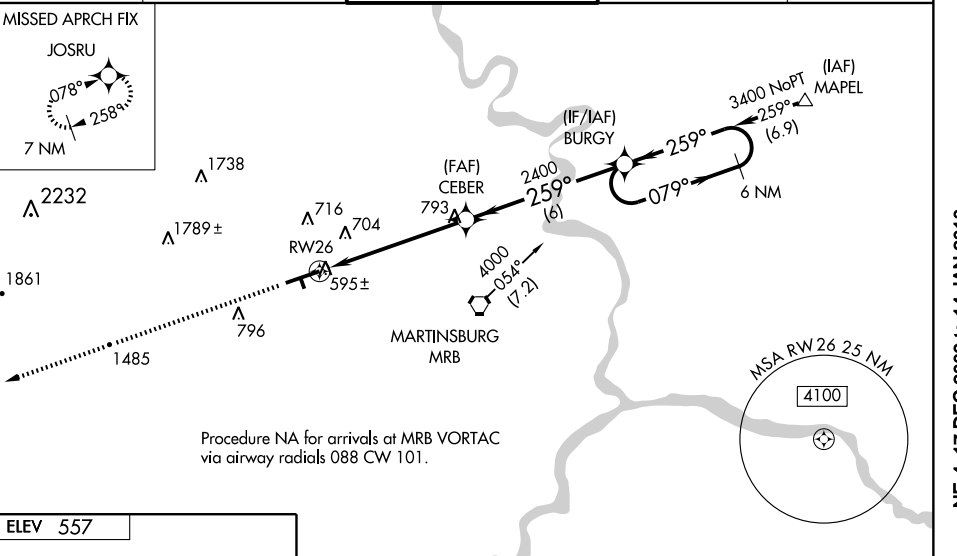
When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 71 feet and MDA 80 feet, increase LNAV/VNAV all Cats visibility to 2 mile, LNAV Cat C, D, E to ¾ mile and Circling Cat C to ¾ mile.

For inoperative MALSR increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E to 2 ¼ mile, LNAV Cat E to 1 ½ mile. For inoperative MALSR when using Hagerstown altimeter setting increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat E visibility to 2 ½ mile and LNAV Cat E visibility to 1 ¾ mile.

MALSR

MISSED APPROACH:
Climb to 4100 direct JOSRU and hold.

ASOS 119.925	POTOMAC APP CON 126.1 338.25	MARTINSBURG TOWER ★ 124.3 (CTAF) 236.6	GND CON 121.8 275.8	UNICOM 122.95
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NE-4. 17 DEC 2009 to 14 JAN 2010

TRIXY FOUR DEPARTURE

SL-249 (FAA)

MARTINSBURG, WEST VIRGINIA

POTOMAC DEP CON

126.1 338.25

GND CON

121.8 275.8

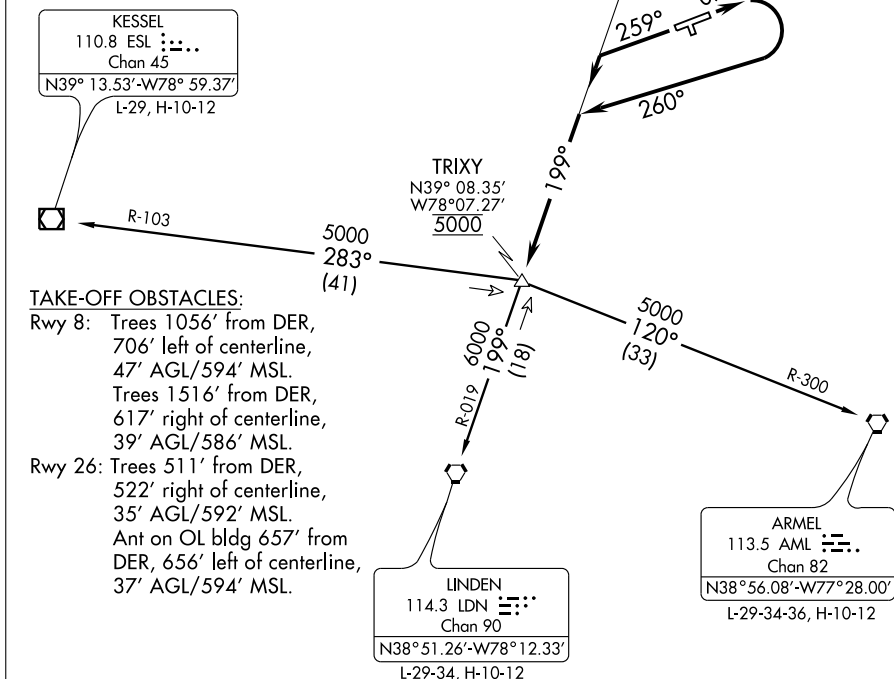
MARTINSBURG TOWER ★

124.3 (CTAF) 236.6

ASOS 119.925

TAKE-OFF MINIMUMS:

Rwy 8: STANDARD.

Rwy 26: STANDARD with minimum
climb of 300' per NM to 5000'.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 079° to 1600 then climbing right turn heading 260° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . .

TAKE-OFF RUNWAY 26: Climb heading 259° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . .
. . . . Maintain 6000, expect filed altitude/flight level 10 minutes after departure.

ARMEL TRANSITION (TRIXY4.AML): From over TRIXY INT via AML R-300 to AML VORTAC.

KESSEL TRANSITION (TRIXY4.ESL): From over TRIXY INT via ESL R-103 to ESL VOR/DME.

LINDEN TRANSITION (TRIXY4.LDN): From over TRIXY INT via LDN R-019 to LDN VORTAC.

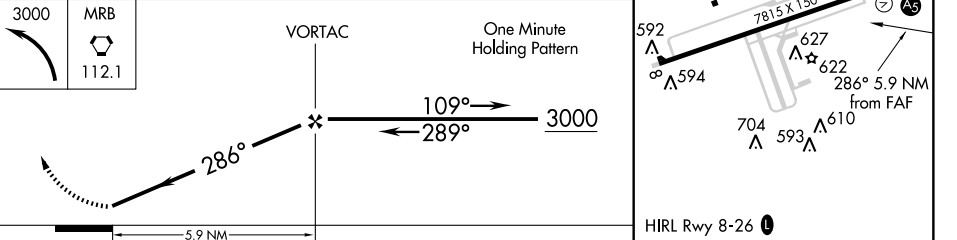
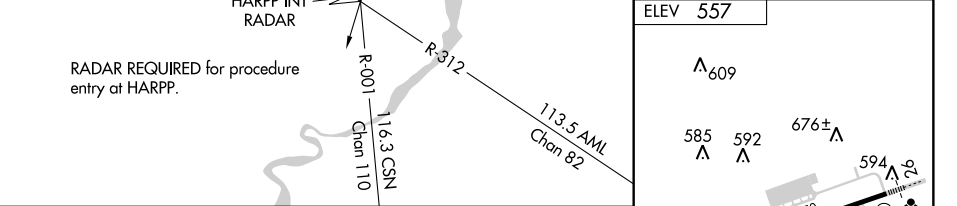
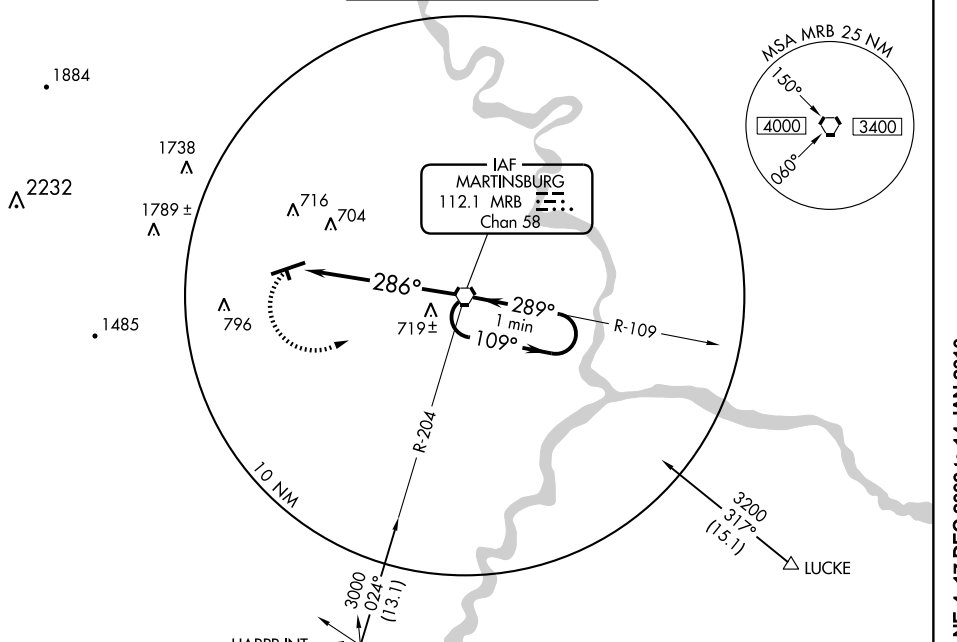
▼

When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDAs 80 feet and Cat C visibility ¼ mile.

▲

MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.

ASOS 119.925	POTOMAC APP CON 126.1 338.25	MARTINSBURG TOWER ★ 124.3 (CTAF) 236.6	GND CON 121.8 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D	E	FAF to MAP 5.9 NM					
CIRCLING	1020 - 1	1080 - 1	1080 - 1½	1120 - 2	2140 - 3	Knots	60	90	120	150	180
	463 (500-1)	523 (600-1)	523 (600-1½)	563 (600-2)	1583 (1600-3)	Min:Sec	5:54	3:56	2:57	2:22	1:58

▼

▲ NA

Use Huntington altimeter setting.

Circling not authorized Northwest of Rwy 7-25.

Procedure not authorized at night.

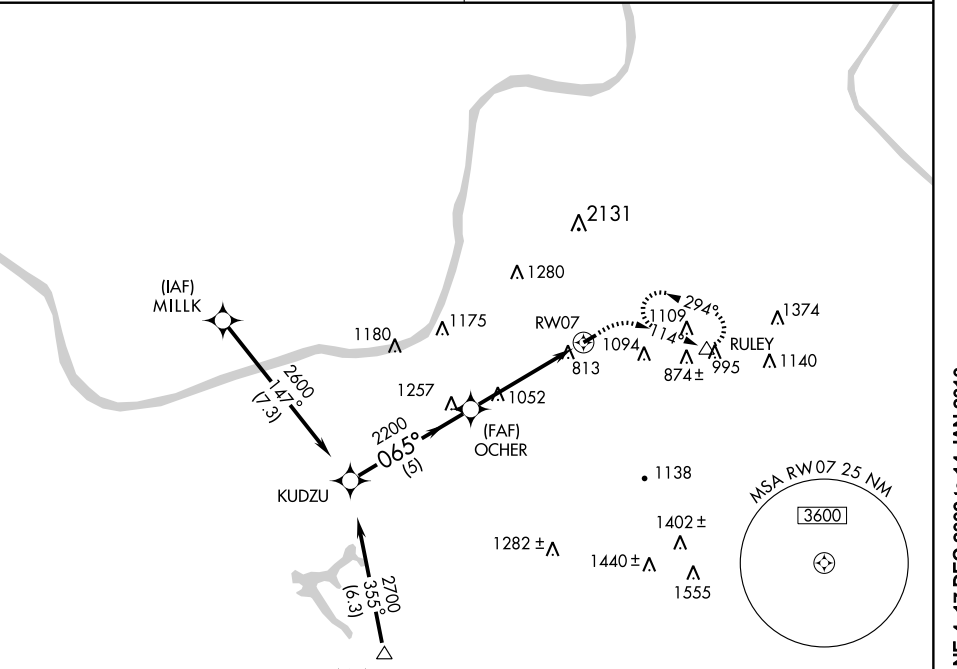
MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct RULEY and hold.

CHARLESTON APP CON

124.1 269.125

UNICOM

122.8 (CTAF)



ELEV 572

Rwy 7 Idg 3020'

Rwy 25 Idg 3025'

1500

3100

RULEY

TDZE 572

3154 X 40

065° to RW07

KUDZU

2600

065°

2200

OCHER

RW07

Procedure Turn NA

5 NM

4.7 NM

CATEGORY	A	B	C	D
S-7	1480-1¼ 908 (1000-1¼)	NA		
CIRCLING	1480-1¼ 908 (1000-1¼)	NA		

LIRL Rwy 7-25

NE-4, 17 DEC 2009 to 14 JAN 2010

▼

▲ NA

Use Huntington altimeter setting.

Circling not authorized Northwest of Rwy 7-25.

Procedure not authorized at night.

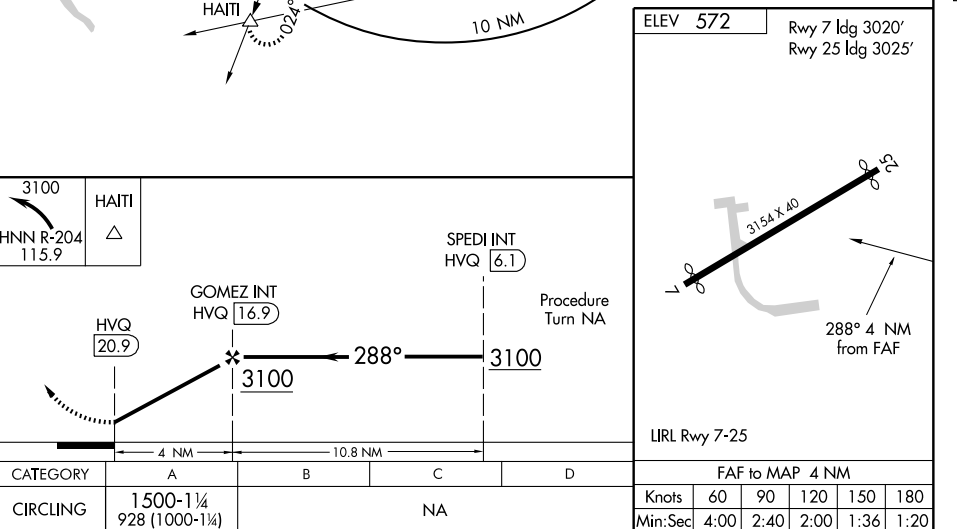
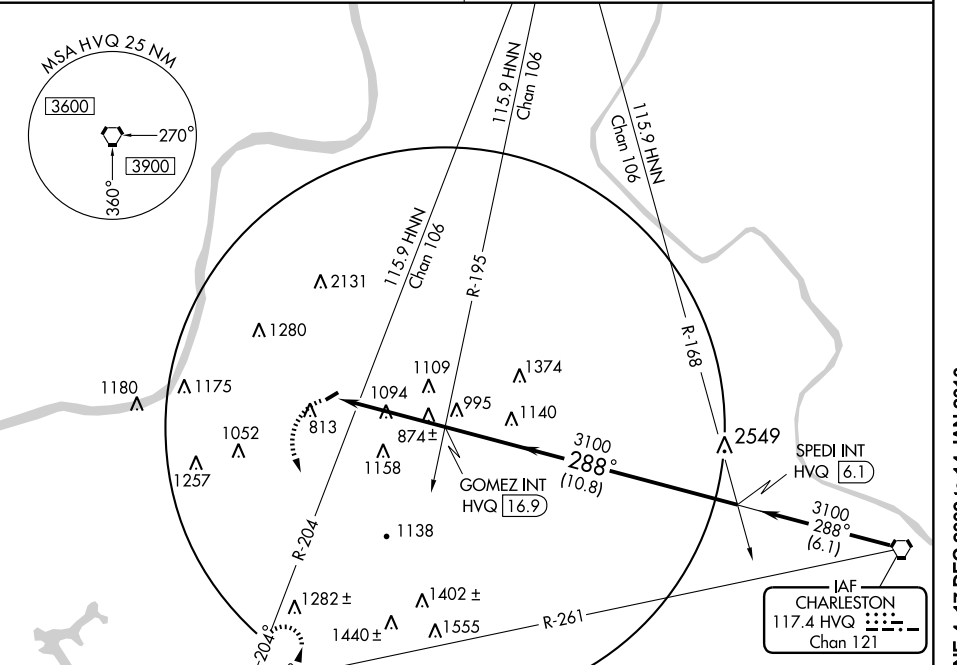
MISSED APPROACH: Climbing left turn to 3100 via HNN R-204 to HAITI Int and hold.

CHARLESTON APP CON

124.1 269.125

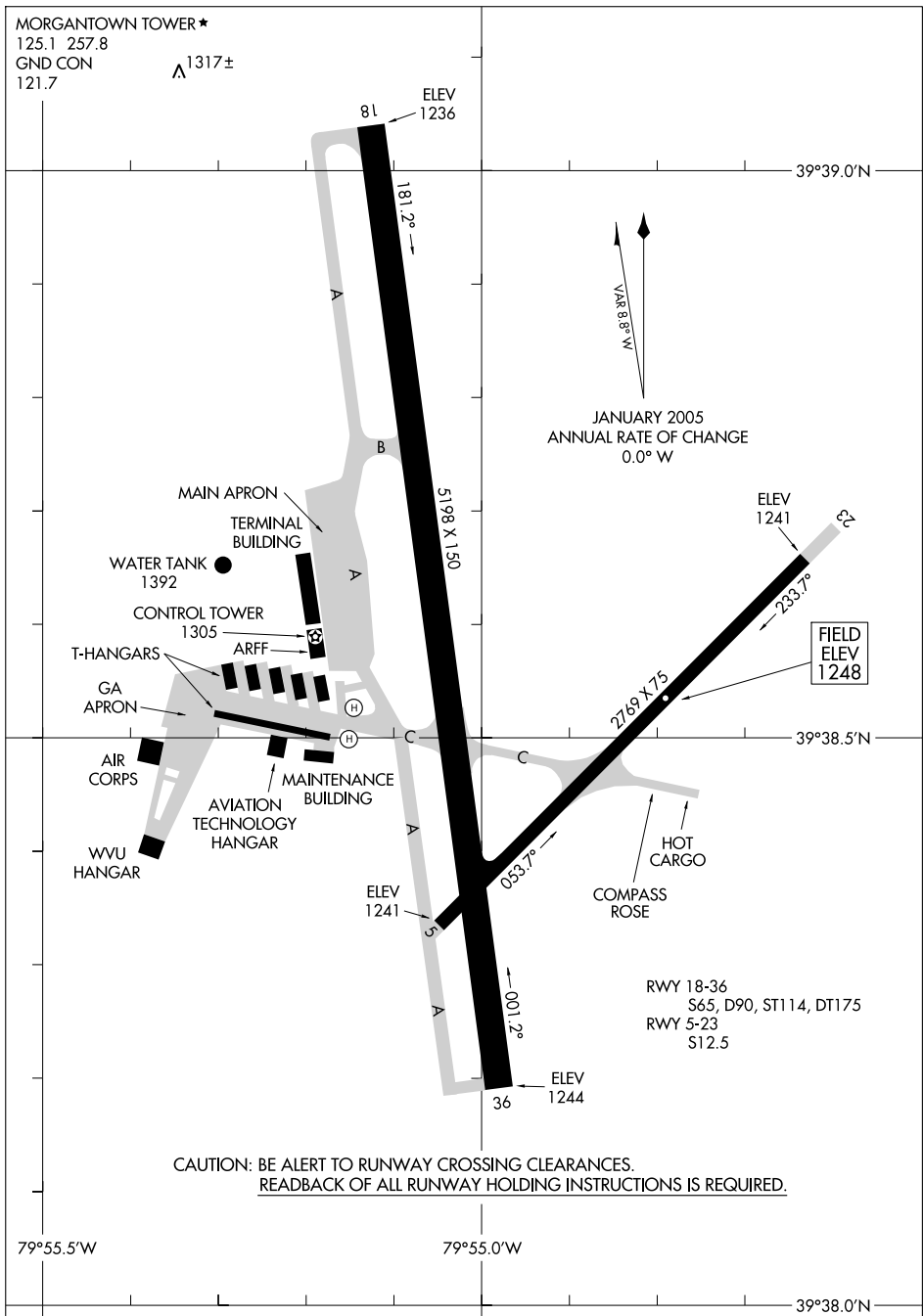
UNICOM

122.8 (CTAF)



AIRPORT DIAGRAM


MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)
AL-479 (FAA) MORGANTOWN, WEST VIRGINIA



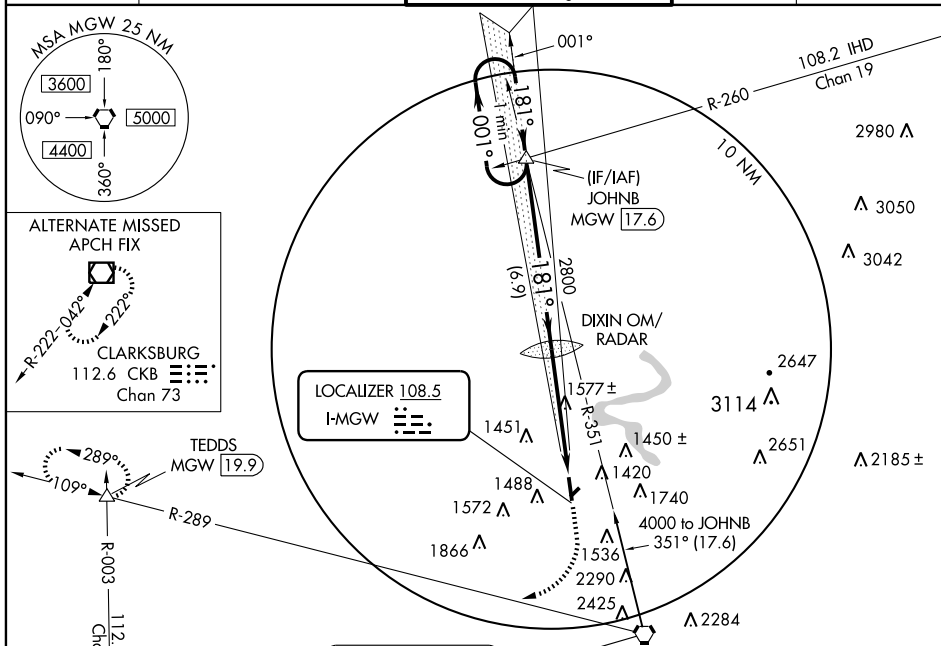
LOC I-MGW	APP CRS	Rwy Idg	5199
108.5	181°	TDZE	1240
		Apt Elev	1248

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

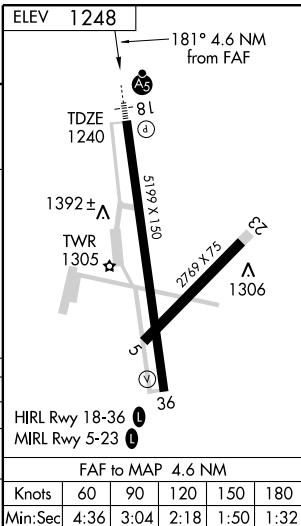
ILS or LOC RWY 18

<p>▼ When local altimeter setting not received, use Clarksburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LOC Cat C, D and Circling Cat C visibility ¼ mile. For inoperative MALS R when using Clarksburg altimeter setting increase ILS all Cats visibility ½ mile</p>	<p>MALS R</p> 	<p>MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 220° and MGW R-289 to TEDDS INT/MGW 19.9 DME and hold.</p>
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ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) 0 257.8	121.7	122.95



One Minute Holding Pattern				
<p>JOHNB MGW [17.6]</p> <p>DIXON OM/RADAR</p> <p>3000 ← 001° → 181° → 181° → 2791</p> <p>GS 3.00° TCH 59</p> <p>2800</p> <p>6.9 NM 4.6 NM</p>				
CATEGORY	A	B	C	D
S-ILS 18	1440-½ 200 (200-½)			
S-LOC 18	1840-½ 600 (600-½)	1840-1 600 (600-1)	1840-1¼ 600 (600-1¼)	
CIRCLING	1840-1 592 (600-1)	1840-1½ 592 (600-1½)	2100-2¾ 852 (900-2¾)	



RNAV (GPS) RWY 36

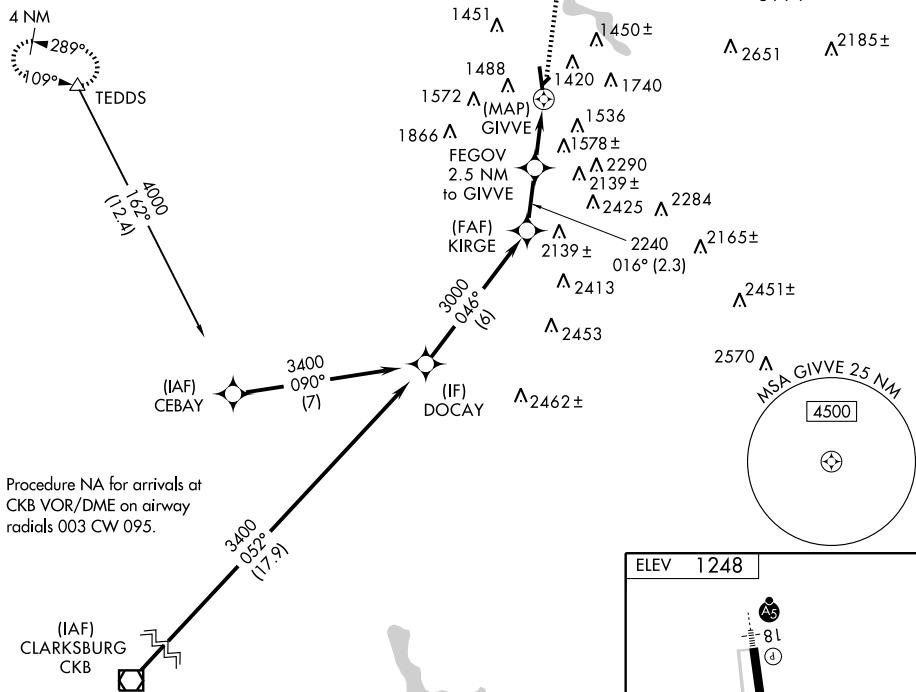
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

▼ DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 23 and 36 NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet. Visibility reduction by Helicopters NA.

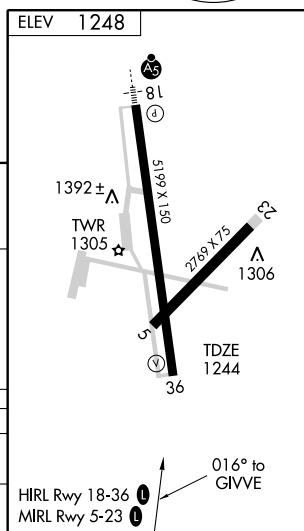
MISSED APPROACH: Climb to 4000 direct YULKU and left turn via 261° track to TEDDS and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) 0 257.8	121.7	122.95

Procedure NA for arrivals at TEDDS via V144 westbound and V37 northbound.



CATEGORY	DOCKAY		KIRGE		FEGOV 2.5 NM to GIVVE		GIVVE		RWY36	
	3400		3000		2240		2240		2240	
Procedure Turn NA	046°		016°		3.15° TCH 52		2240		2240	
	6 NM		2.3 NM		2.5 NM		0.3			
CATEGORY	A		B		C		D			
LNAV MDA	1760-1		516 (600-1)		1760-1½ 516 (600-1½)		1760-1¾ 516 (600-1¾)			
CIRCLING	1800-1		552 (600-1)		1800-1½ 552 (600-1½)		2100-2¾ 852 (900-2¾)			



APP CRS	Rwy Idg	5199
181°	TDZE	1240
	Apt Elev	1248

RNAV (GPS) Y RWY 18

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 80 feet and Circling Cat. C, D visibility $\frac{1}{4}$ mile.

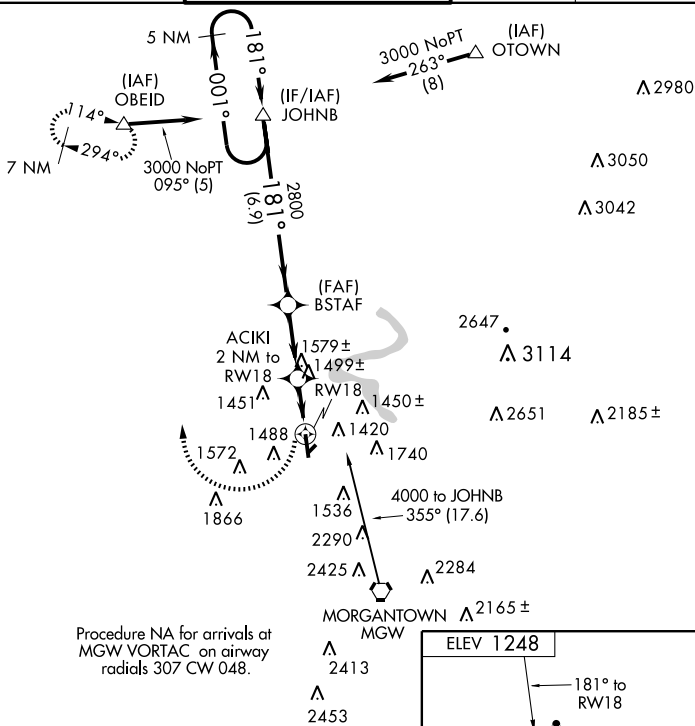
A VDP NA when using Clarksburg altimeter setting.



MISSED APPROACH: Climbing right turn to 4000 direct OBEID and hold.

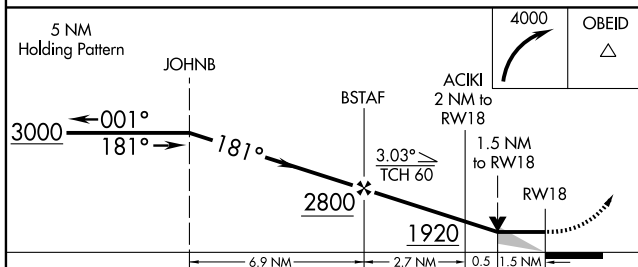
ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 269.375	125.1 (CTAF) 0 257.8	121.7	122.95

Procedure NA for arrivals
at OBEID via V8-92-214
northwest bound.

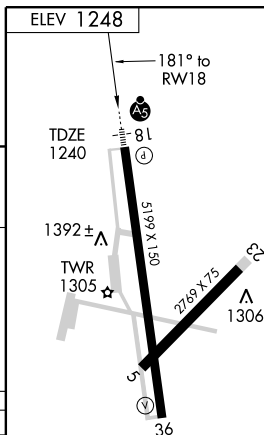


Procedure NA for arrivals at
MGW VORTAC on airway
radials 307 CW 048.

5 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1760- ¹ / ₂	520 (600- ¹ / ₂)	1760-1 520 (600-1)	1760-1 ¹ / ₄ 520 (600-1 ¹ / ₄)
CIRCLING	1800-1	552 (600-1)	1800-1 ¹ / ₂ 552 (600-1 ¹ / ₂)	2100-2 ³ / ₄ 852 (900-2 ³ / ₄)

HIRL Rwy 18-36 **L**MIRL Rwy 5-23 **L**

WAAS CH 50412 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	5199 1240 1248
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RNAV (GPS) Z RWY 18

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

- ⚠** For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
- ⚠** When local altimeter setting not received, use Clarksburg altimeter setting increase all DA 63 feet and MDA 80 feet and increase visibility LVAV/VNAV ¼ mile all Cats, LNAV Cat. A, C, D and Circling Cat. C, D ¼ mile. For inoperative MALSR when using Clarksburg altimeter setting increase visibility LPV ½ mile all Cats. Baro-VNAV and VDP NA when using Clarksburg altimeter setting.

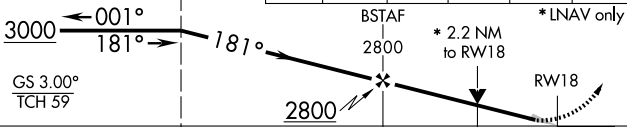
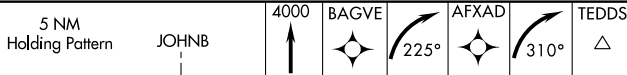
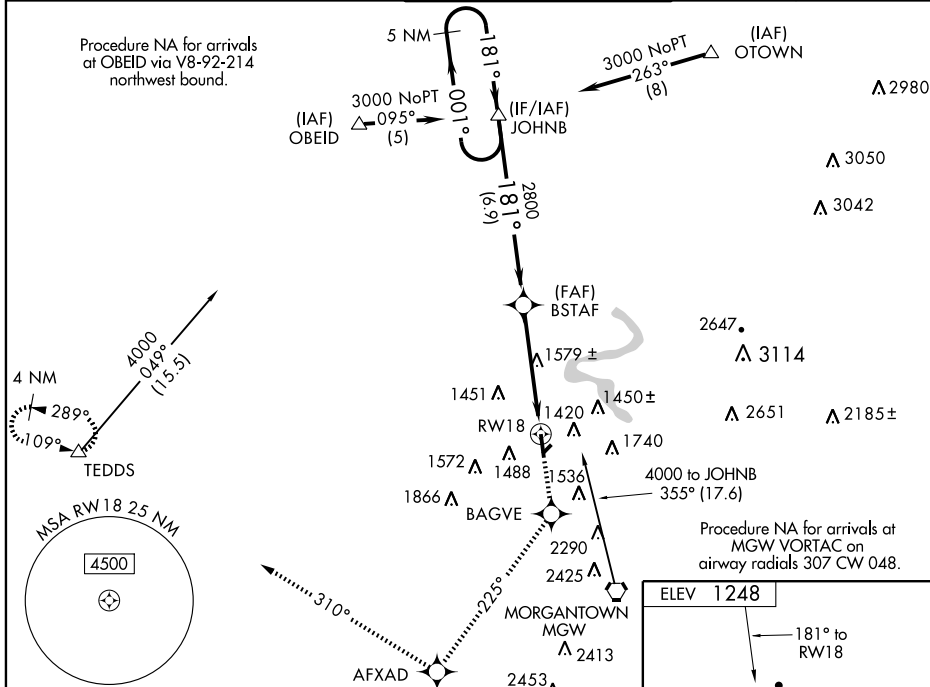
MALSR



MISSED APPROACH: Climb to 4000 direct BAGVE and right turn via 225° track to AFXAD and right turn via 310° track to TEDDS and hold.

ASOS 120.675	CLARKSBURG APP CON ★ 121.15 269.375	MORGANTOWN TOWER ★ 125.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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Procedure NA for arrivals at OBEID via V8-92-214 northwest bound.



CATEGORY	A	B	C	D
LPV DA		1440-½	200 (200-½)	
LNAV/VNAV DA		1869-1¾	629 (700-1¾)	
LNAV MDA	2000-½ 760 (800-½)	2000-¾ 760 (800-¾)	2000-1¾ 760 (800-1¾)	2000-2 760 (800-2)
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	2000-2¼ 752 (800-2¼)	2100-2¾ 852 (900-2¾)

HIRL Rwy 18-36

HIRL Rwy 5-23

VORTAC MGW 111.6 Chan 53	APP CRS 337°	Rwy Idg TDZE Apt Elev	N/A N/A 1248
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MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

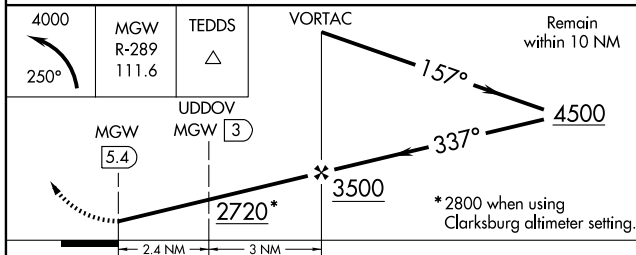
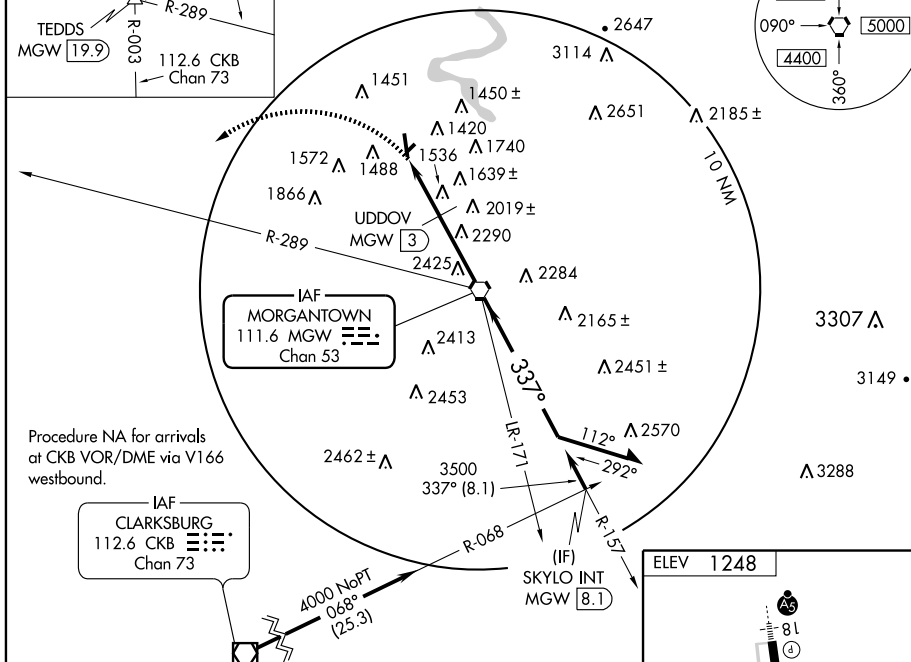
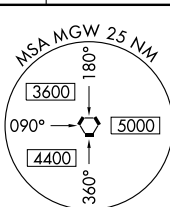
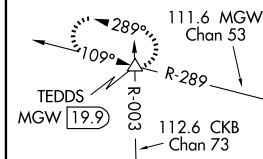
VOR-A

T If local altimeter setting not received, use Clarksburg
A altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 4000 via heading 250° and MGW R-289 to TEDDS INT/19.9 DME and hold.

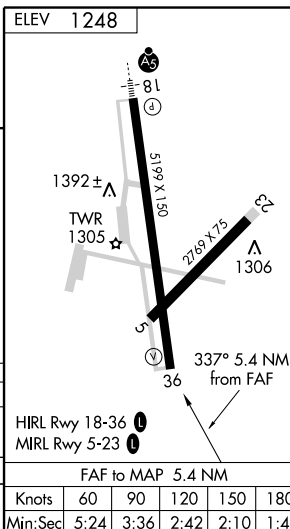
ASOS 120.675	CLARKSBURG APP CON ★ 121.15 269.375	MORGANTOWN TOWER ★ 125.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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MISSED APCH FIX



CATEGORY	A	B	C	D
CIRCLING	2720-1 $\frac{1}{4}$ 1472 (1500-1 $\frac{1}{4}$)	2720-1 $\frac{1}{2}$ 1472 (1500-1 $\frac{1}{2}$)	2720-3	1472 (1500-3)

UDDOV FIX MINIMUMS			
CIRCLING	1900-1 652 (700-1)	1900-1 $\frac{3}{4}$ 652 (700-1 $\frac{3}{4}$)	2100-2 $\frac{3}{4}$ 852 (900-2 $\frac{3}{4}$)

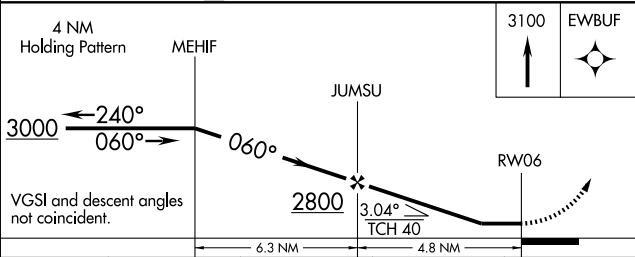
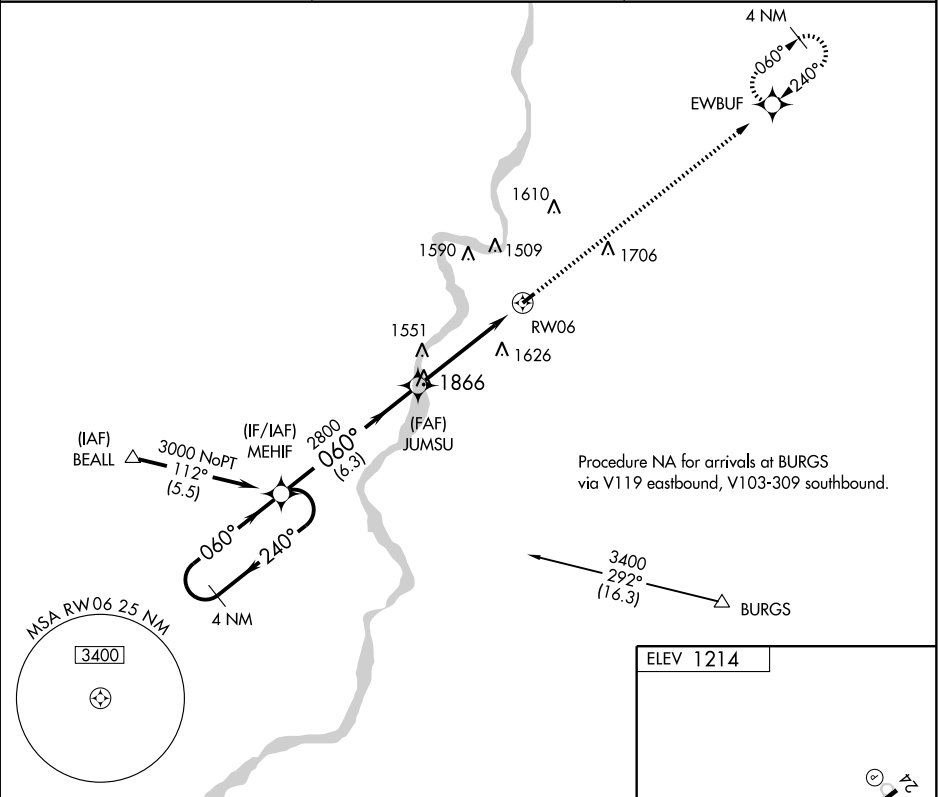


APP CRS	Rwy Idg	3302
060°	TDZE	1214
	Apt Elev	1214

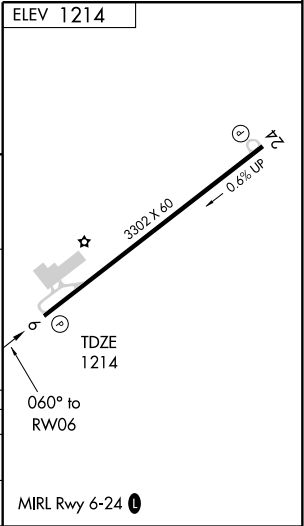
RNAV (GPS) RWY 6
MOUNDSVILLE/ MARSHALL COUNTY (MPG)

NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.	MISSED APPROACH: Climb to 3100 direct EWBUF and hold.
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ASOS-3 119.05	CLEVELAND CENTER 120.4 257.975	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	1860-1	646 (700-1)	1860-1 3/4 646 (700-1 3/4)	NA
CIRCLING	1860-1	646 (700-1)	1860-1 3/4 646 (700-1 3/4)	NA



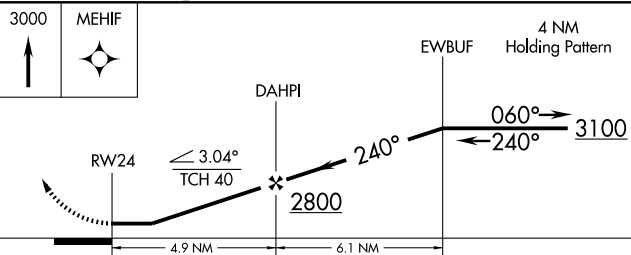
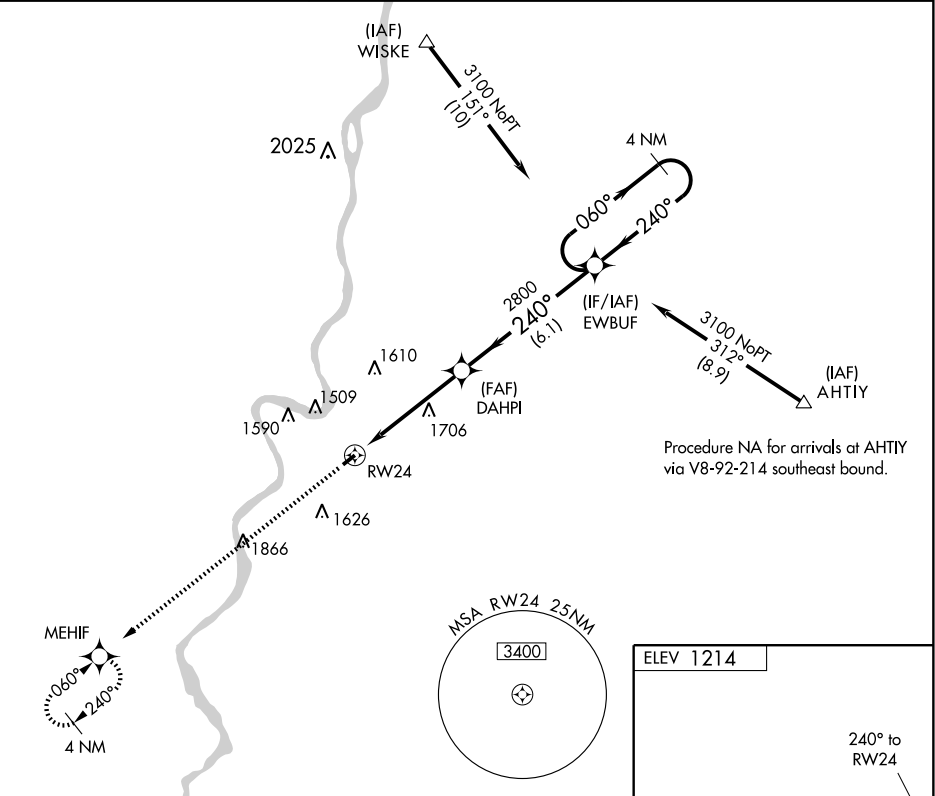
APP CRS 240°
Rwy Idg 3302
TDZE 1213
Apt Elev 1214

RNAV (GPS) RWY 24
MOUNDSVILLE/ MARSHALL COUNTY (MPG)

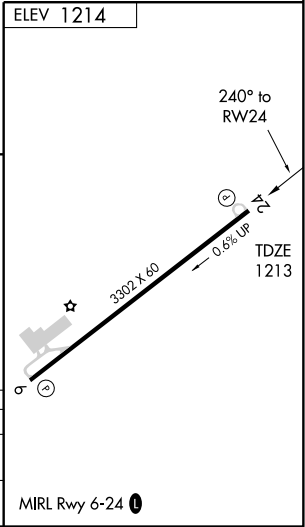
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

ASOS-3 119.05
CLEVELAND CENTER 120.4 257.975
UNICOM 122.7 (CTAF) **0**



CATEGORY	A	B	C	D
LNNAV MDA	1960-1 747 (800-1)	1960-1¼ 747 (800-1¼)	1960-2¼ 747 (800-2¼)	NA
CIRCLING	1960-1 746 (800-1)	1960-1¼ 746 (800-1¼)	1960-2¼ 746 (800-2¼)	NA



VOR/DME AIR 117.1 Chan 118	APP CRS 162°	Rwy Idg TDZE Apt Elev 1214	N/A N/A 1214
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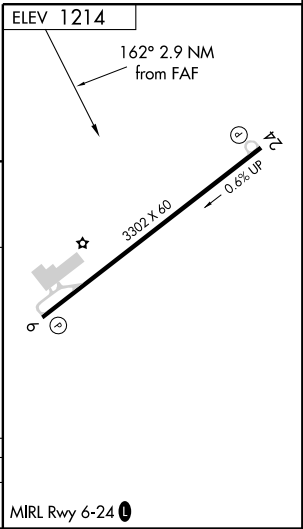
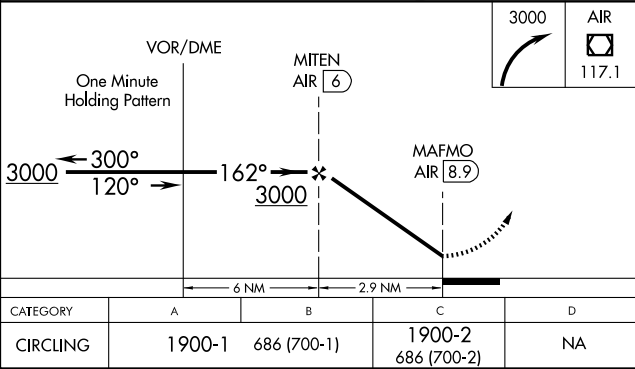
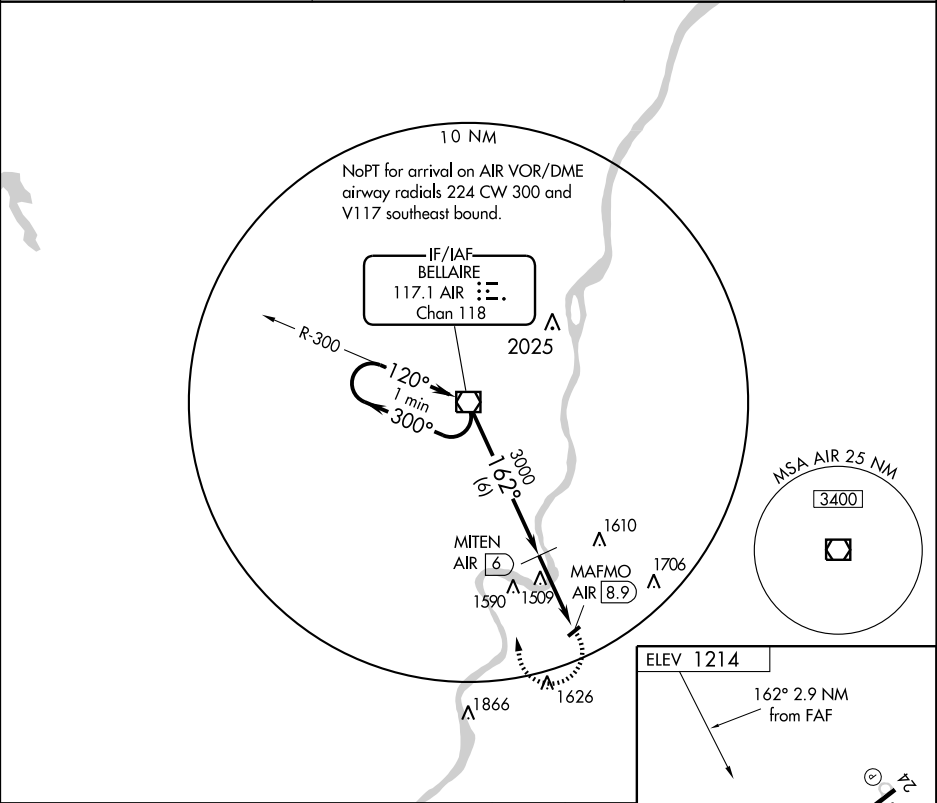
VOR/DME-A

MOUNDSVILLE/MARSHALL COUNTY (MPG)

When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat B/C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct AIR VOR/DME and hold.

ASOS-3 119.05	CLEVELAND CENTER 120.4 257.975	UNICOM 122.7 (CTAF) 1
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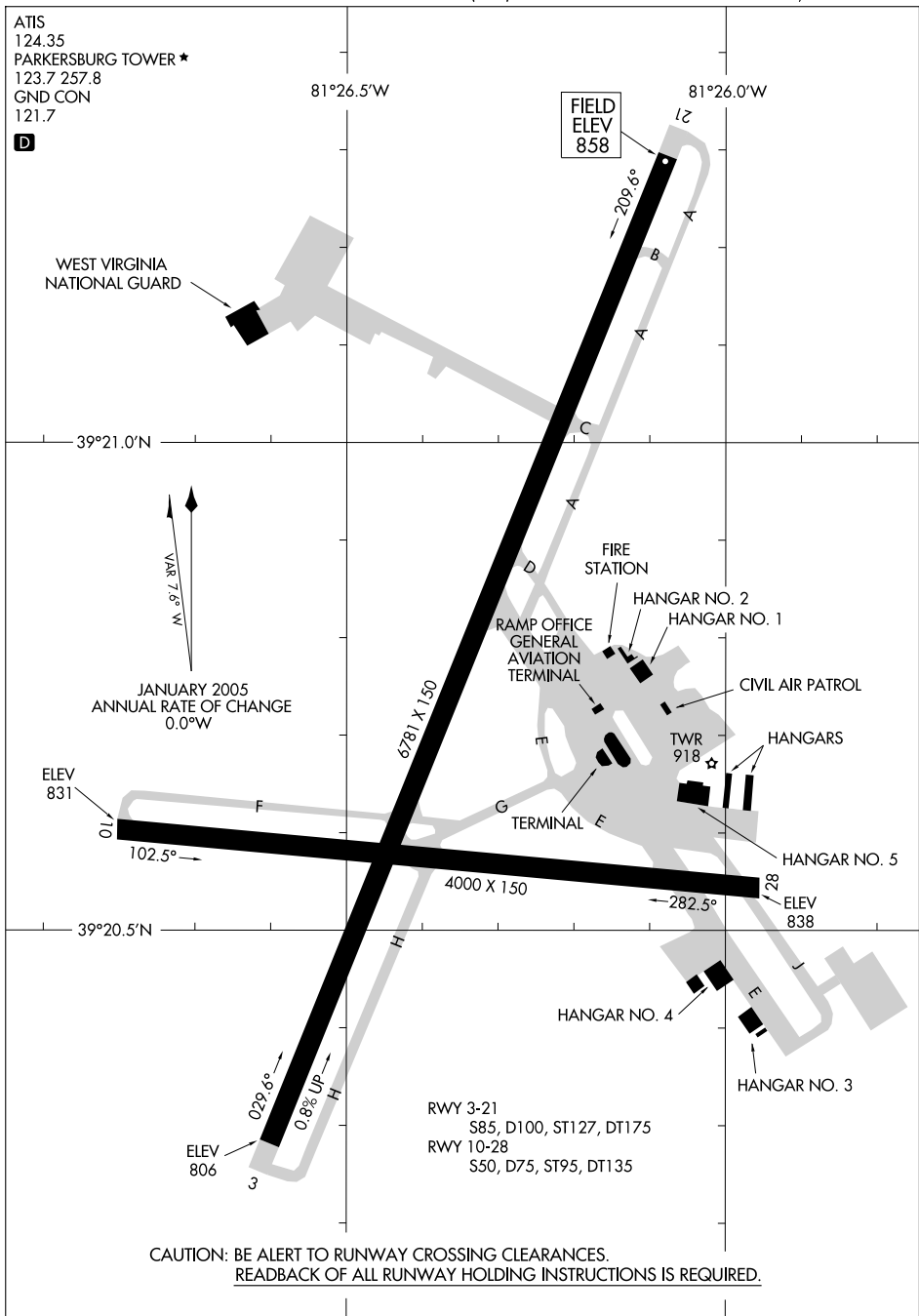


AIRPORT DIAGRAM

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

AL-646 (FAA)

PARKERSBURG, WEST VIRGINIA



LOC I-PKB <u>110.7</u>	APP CRS 027°	Rwy Idg TDZE Apt Elev	6781 831 858
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ILS or LOC RWY 3

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

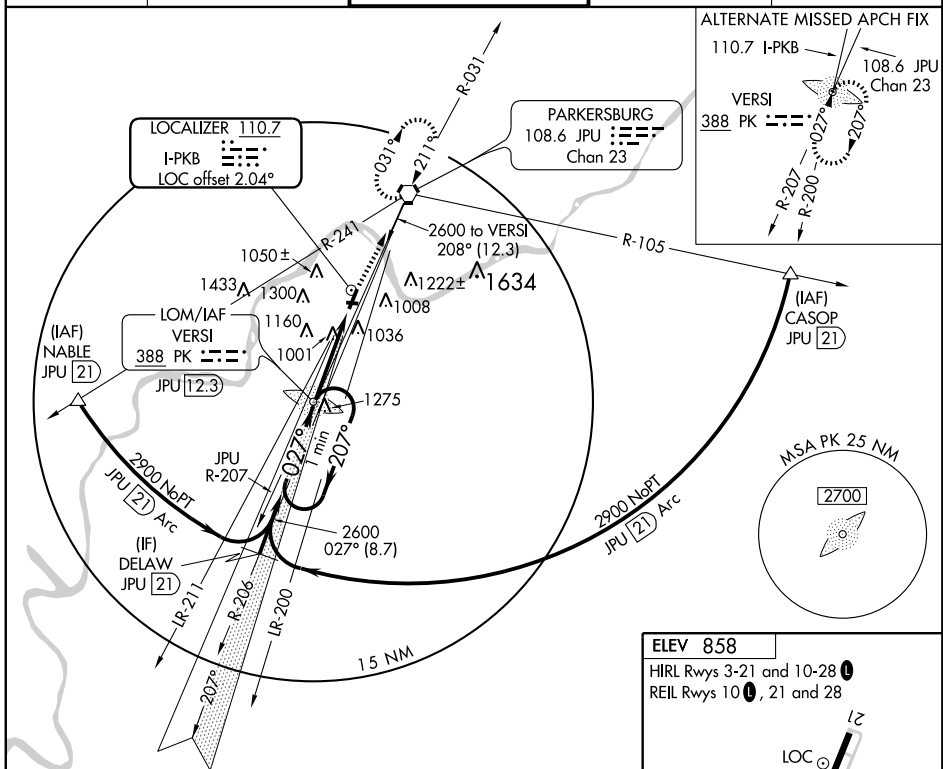
- T** When local altimeter setting not received, use Athens OH altimeter setting and increase all DA/MDA 100 feet and S-ILS 3 All Cats visibility $\frac{1}{4}$ mile, and S-LOC 3 Cat C and D visibility $\frac{1}{4}$ mile, Circling Cat C/D visibility $\frac{1}{4}$ mile. For inoperative MALSR when using Athens OH altimeter setting increase S-ILS 3 All Cats visibility $\frac{1}{2}$ mile.

MALSR

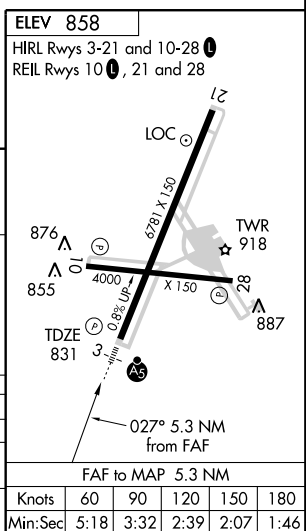
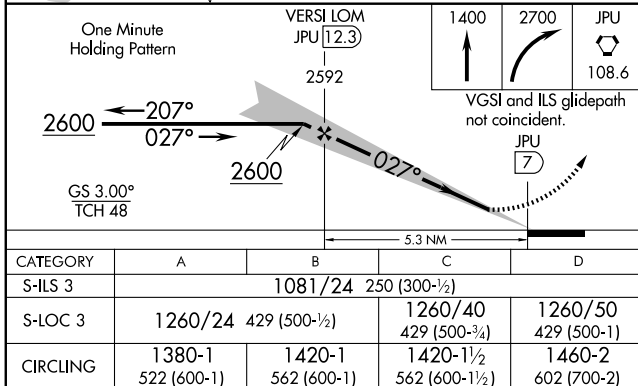


MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct JPU VORTAC and hold.

ATIS 124.35	INDIANAPOLIS CENTER 125.55 398.9	PARKERSBURG TOWER★ 123.7 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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NE-4. 17 DEC 2009 to 14 JAN 2010



WAAS CH 77906 W03A	APP CRS 029°	Rwy Idg 6781 TDZE 831 Apt Elev 858
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RNAV (GPS) RWY 3

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

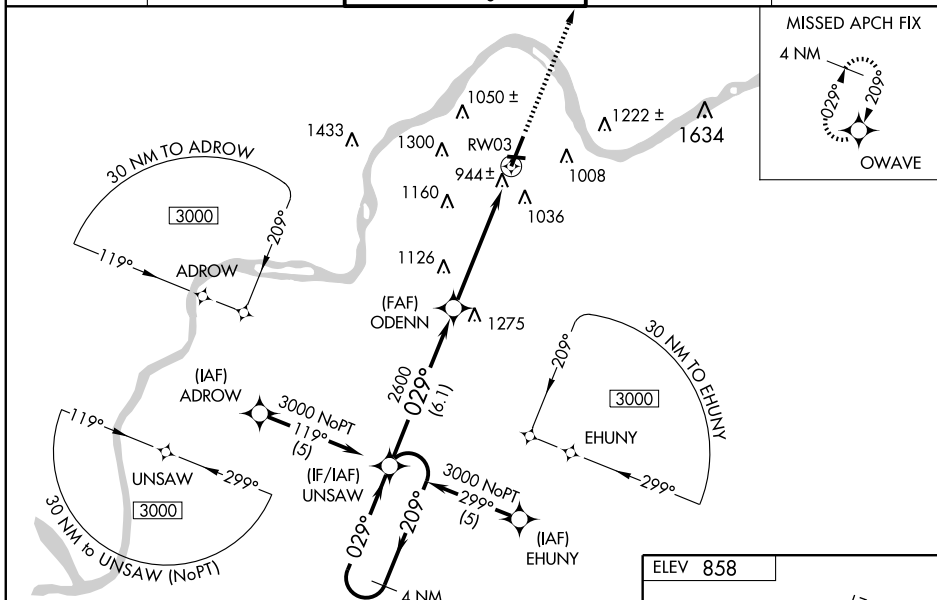
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Jackson County altimeter setting. When local altimeter setting not received, use Jackson County altimeter setting and increase all DAs/MDAs 100 feet. Increase all visibilities ¾ mile. Inoperative table does not apply when using Jackson County altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1½ and LNAV Cats A/B to RVR 5000.

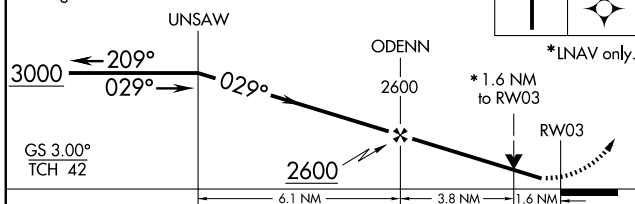
MALSR

MISSED APPROACH: Climb to 3100 direct OWAVE and hold.

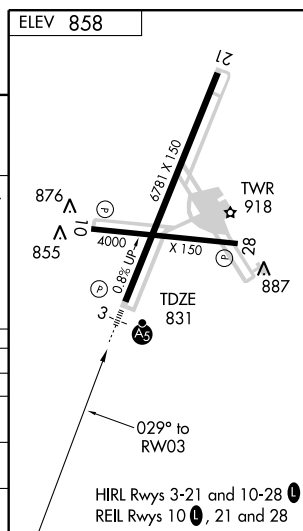
ATIS 124.35	INDIANAPOLIS CENTER 125.55 398.9	PARKERSBURG TOWER★ 123.7 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern	VGSI and RNAV glidepath not coincident.	3100 ↑	OWAVE ↑
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CATEGORY		A	B	C	D
LPV	DA	1217/50 386 (400-1)			
LNAV/ VNAV	DA	1478-2 647 (700-2)			
LNAV	MDA	1380/40 549 (600-¾)	1380/50 549 (600-1)		1380/60 549 (600-1¼)
CIRCLING		1440-1 582 (600-1)	1440-1½ 582 (600-1½)		1460-2 602 (700-2)



APP CRS	Rwy Idg	6781
209°	TDZE	857
	Apt Elev	858

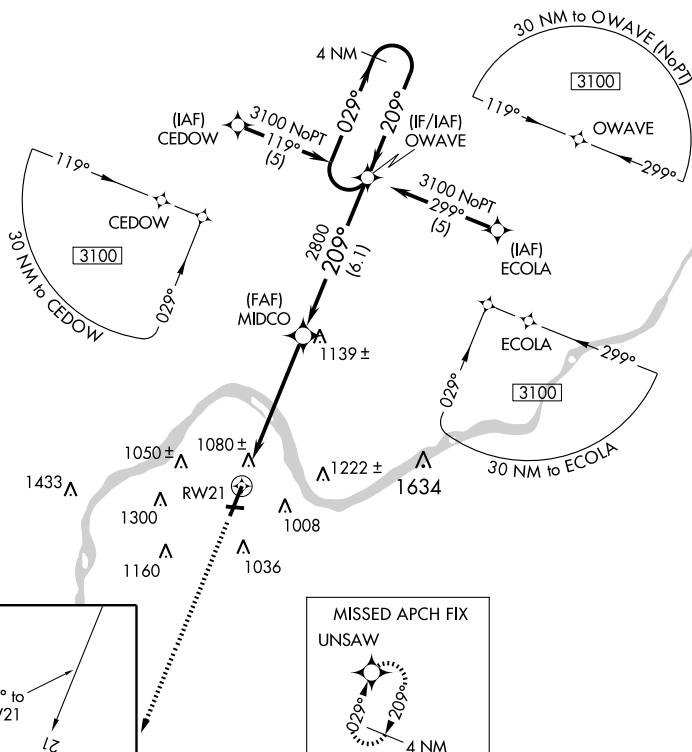
RNAV (GPS) RWY 21

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

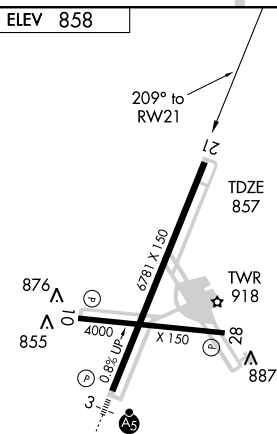
- T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- A** When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile.
- VDP NA with Jackson County altimeter setting.

MISSED APPROACH: Climb to 3000
direct UNSAW and hold.

ATIS 124.35	INDIANAPOLIS CENTER 125.55 398.9	PARKERSBURG TOWER★ 123.7 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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NE-4. 17 DEC 2009 to 14 JAN 2010



HIRL Rwys 3-21 and 10-28 **L**
REIL Rwys 10 **L**, 21 and 28

Diagram illustrating the flight path and holding pattern for the 3100 departure. The path starts at RW21, proceeds 1.5 NM, then 4.4 NM to a 2800 altitude point, and finally 6.1 NM to a 3100 altitude point. The path includes a 3.03° climb angle and a 209° turn. A 4 NM Holding Pattern is shown at 3100 altitude. The diagram also indicates the locations of UNSAW, MIDCO, and OWAVE.

VOR RWY 21

VORTAC JPU	APP CRS	Rwy Idg	6781
108.6	211°	TDZE	857
Chan 23		Apt Elev	858

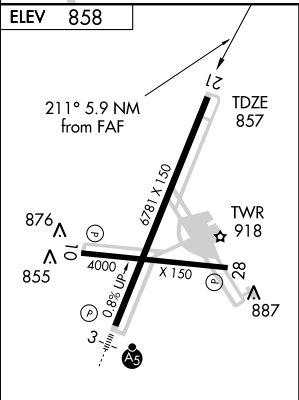
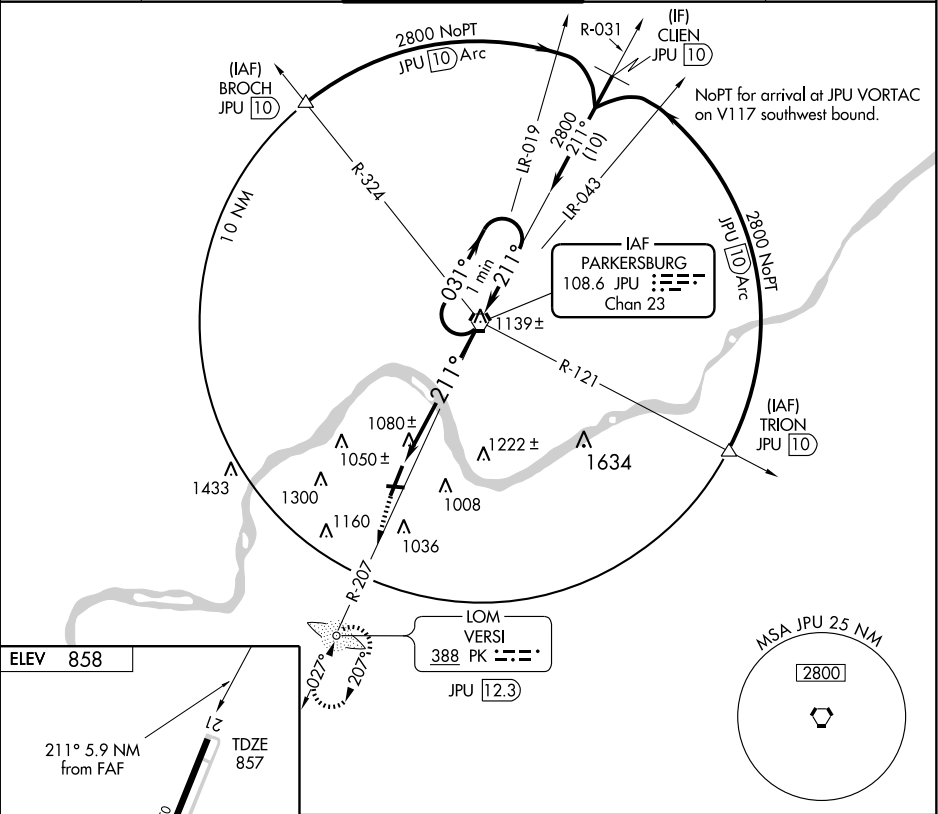
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

▼ Visibility reduction by helicopters NA.

▲ When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile.
VDP NA when using Jackson County altimeter setting. ADF or DME Required.

MISSED APPROACH: Climb to 2600 via JPU VORTAC R-207 to VERSI LOM/JPU 12.3 DME and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) 257.8	121.7	122.95



HIRL Rwy 3-21 and 10-28
REIL Rwy 10, 21 and 28

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2600

↑

JPU R-207

PK

388

VORTAC

One Minute Holding Pattern

JPU 5.9

JPU 4.5

031° →

← 211°

2800

211°

≤ 3.00°

TCH 56

1.4

4.5 NM

CATEGORY	A	B	C	D
S-21	1380-1 523 (600-1)		1380-1½ 523 (600-1½)	1380-1¾ 523 (600-1¾)
CIRCLING	1440-1 582 (600-1)		1440-1½ 582 (600-1½)	1460-2 602 (700-2)

APP CRS	Rwy Idg	5000
295°	TDZE	957
	Apt Elev	960

GPS RWY 31

PETERSBURG / GRANT COUNTY (W99)



A NA

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

AWOS-3

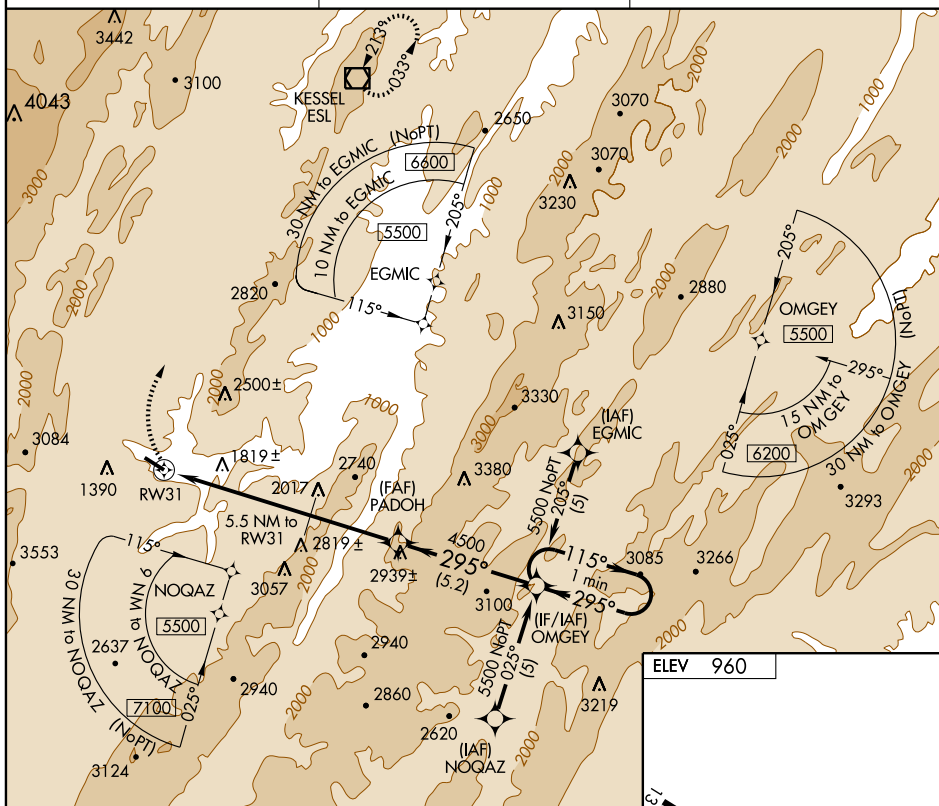
124.475

WASHINGTON CENTER

133.65 285.6

UNICOM

122.8 L (CTAF)



NE-4. 17 DEC 2009 to 14 JAN 2010



5000	ESL
	
	110.8

Diagram illustrating the RW31-VGSI approach geometry. Key parameters shown include:

- Distance from RW31 to the start of the approach: 5.5 NM
- Distance from the start of the approach to the runway end: 3.3 NM
- Distance from the start of the approach to the runway end: 5.2 NM
- Angle between the approach path and the horizontal: 3.76° TCH 40
- Angle between the approach path and the runway axis: 115° / 295°
- VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-31	2380-1¼ 1423 (1500-1¼)	2380-1½ 1423 (1500-1½)	2380-3	1423 (1500-3)
CIRCLING	2380-1¼ 1420 (1500-1¼)	2380-1½ 1420 (1500-1½)	2380-3 1420 (1500-3)	2440-3 1480 (1500-3)

ELEV	960
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Diagram illustrating the TDZE (Threshold Crossing Height) of 957 feet and the heading of 295° to RWY 31.

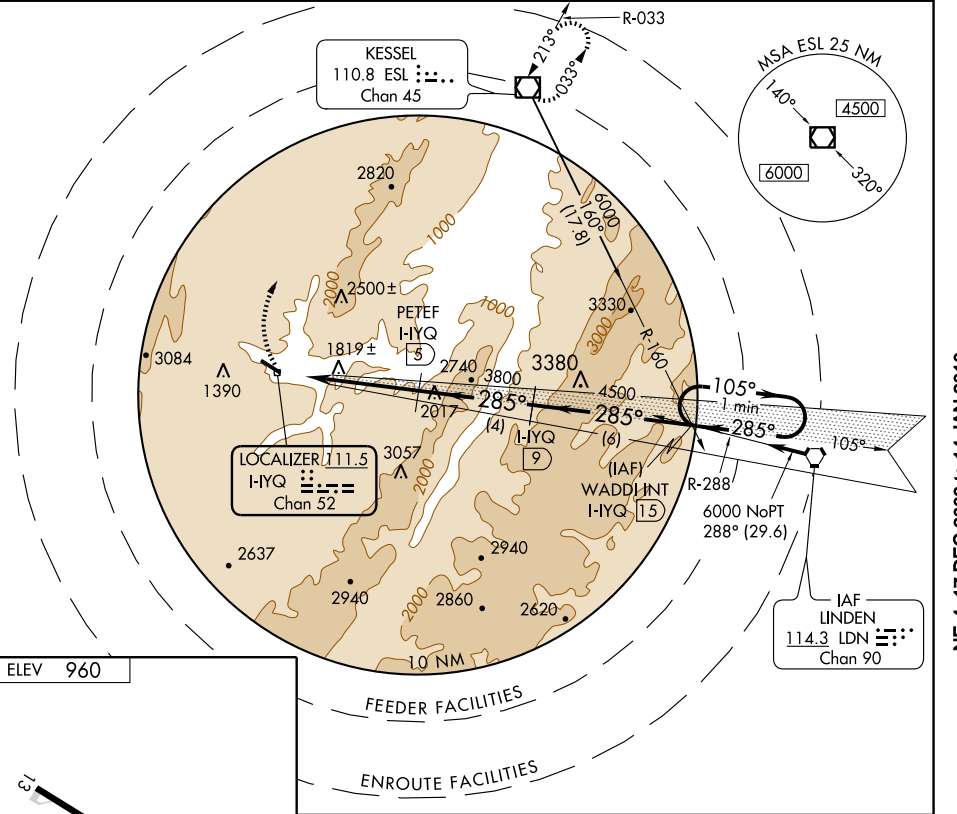
REIL Rwy 31 L

MIRL Rwy 13-31 **L**

NA

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

AWOS-3 124.475	WASHINGTON CENTER 133.65 285.6	UNICOM 122.8 (CTAF)
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ELEV 960

REIL Rwy 31
MIRL Rwy 13-31

<div> 5000 ESL 110.8 </div>						One Minute Holding Pattern			
<div> </div>						WADDI INT I-YQ 15			
<div> PETF I-YQ 5 </div>						105° 6000			
<div> I-YQ 1 </div>						285° 4500			
<div> 0.9 4 NM 4 NM 6 NM </div>						3800			
<div> CATEGORY </div>						A B C D			
<div> CIRCLING </div>						2200-1¼ 2200-1½ 2200-3 NA			
<div> Knots 60 90 120 150 180 </div>						Min:Sec			

NE-4, 17 DEC 2009 to 14 JAN 2010

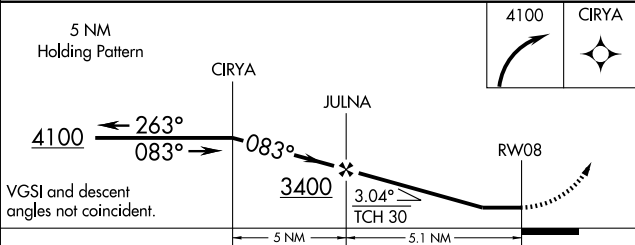
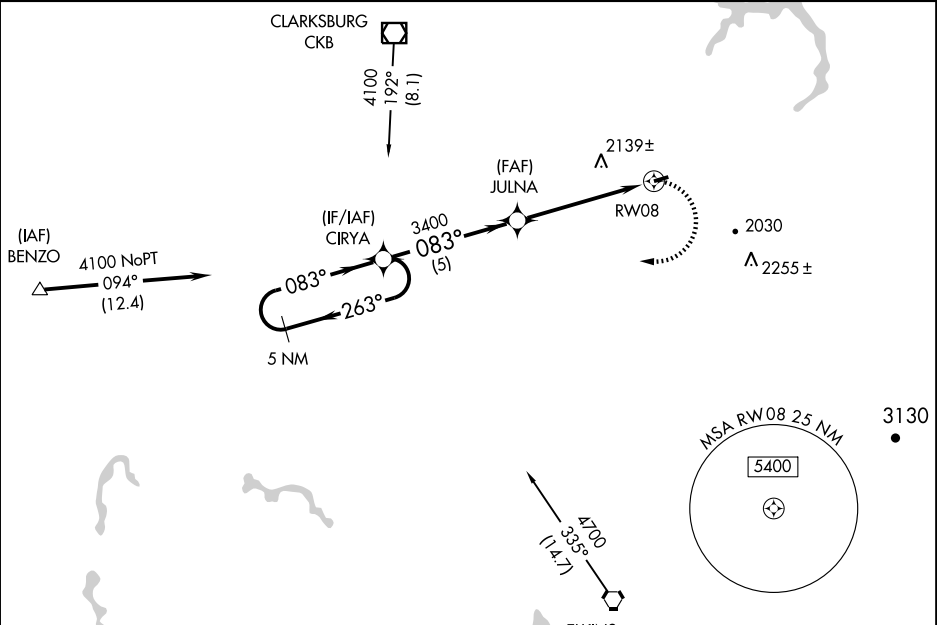
APP CRS	Rwy Idg	3135
083°	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 8
PHILIPPI/BARBOR COUNTY RGNL (79D)

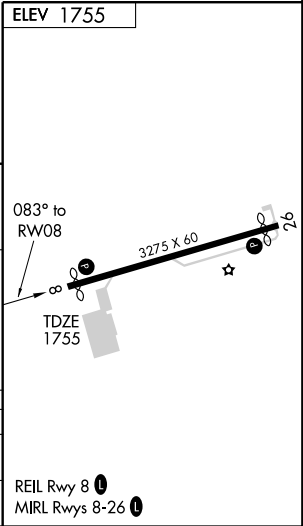
▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Visibility reduction by helicopters NA.
Use Clarksburg altimeter setting, when not received,
use Buckhannon altimeter setting and increase LNAV Cat A/B MDA 20 feet.

MISSED APPROACH: Climbing right
turn to 4100 direct CIRYA and hold.

CLARKSBURG APP CON 121.15 269.375	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	NA
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	NA



APP CRS	Rwy Idg	3050
249°	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 26

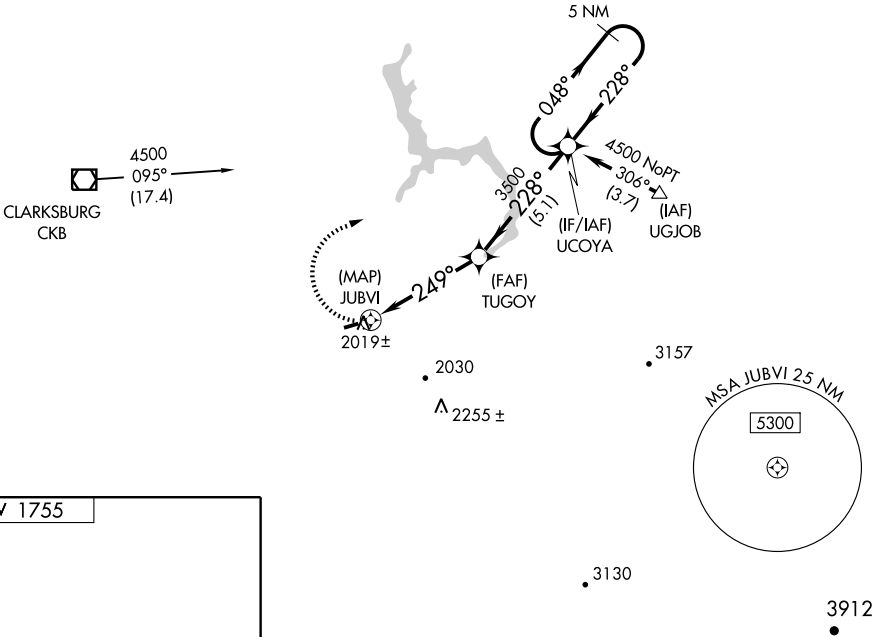
PHILIPPI/ BARBOUR COUNTY RGNL (79D)

▽ DME/DME RNP-0.3 NA. Procedure NA at night.
Δ NA Visibility reduction by helicopters NA.
Use Clarksburg altimeter setting, when not received,
use Buckhannon altimeter setting.

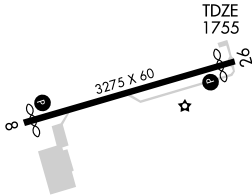
MISSED APPROACH: Climbing right
turn to 4500 direct UCOYA and hold.

CLARKSBURG APP CON
121.15 269.375

CTAF
122.9 **0**



ELEV 1755



	5 NM Holding Pattern			
CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	

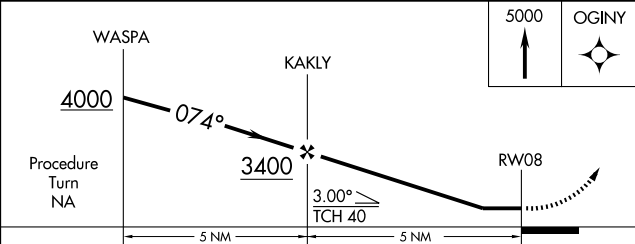
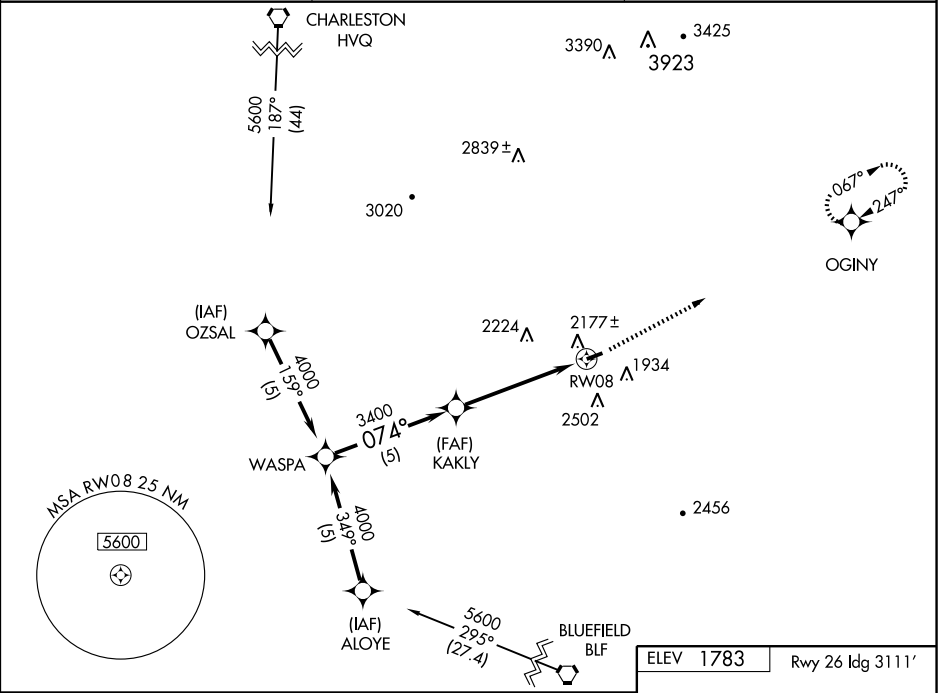
REIL Rwy 8 **0**
MIRL Rwy 8-26 **0**

APP CRS	Rwy Idg	3701
074°	TDZE	1770
	Apt Elev	1783

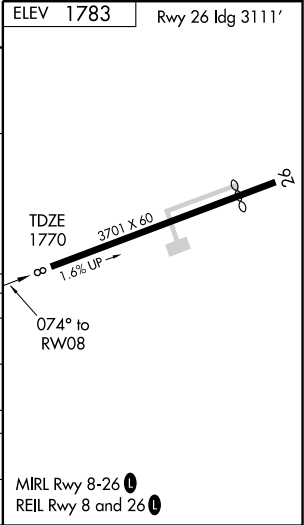
GPS RWY 8
PINEVILLE/ KEE FIELD (I16)

<div><div>▽</div><div>NA</div></div>	Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 5000 direct OGINY WP and hold.
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AWOS-3 120.625	CHARLESTON APP CON 118.95 269.125	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-8	2460-1 690 (700-1)		2460-2 690 (700-2)	NA
CIRCLING	2620-1 837 (900-1)	2620-1 ¼ 837 (900-1 ¼)	2620-2 ½ 837 (900-2 ½)	NA
BECKLEY ALTIMETER SETTING MINIMUMS				
S-8	2620-1 850 (900-1)	2620-1 ¼ 850 (900-1 ¼)	2620-2 ½ 850 (900-2 ½)	NA
CIRCLING	2760-1 ¼ 977 (1000-1 ¼)	2760-1 ½ 977 (1000-1 ½)	2780-3 997 (1000-3)	NA



APP CRS	Rwy Idg	3111
255°	TDZE	1771
	Apt Elev	1783

GPS RWY 26
PINEVILLE/KEE FIELD (I16)

T Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting.

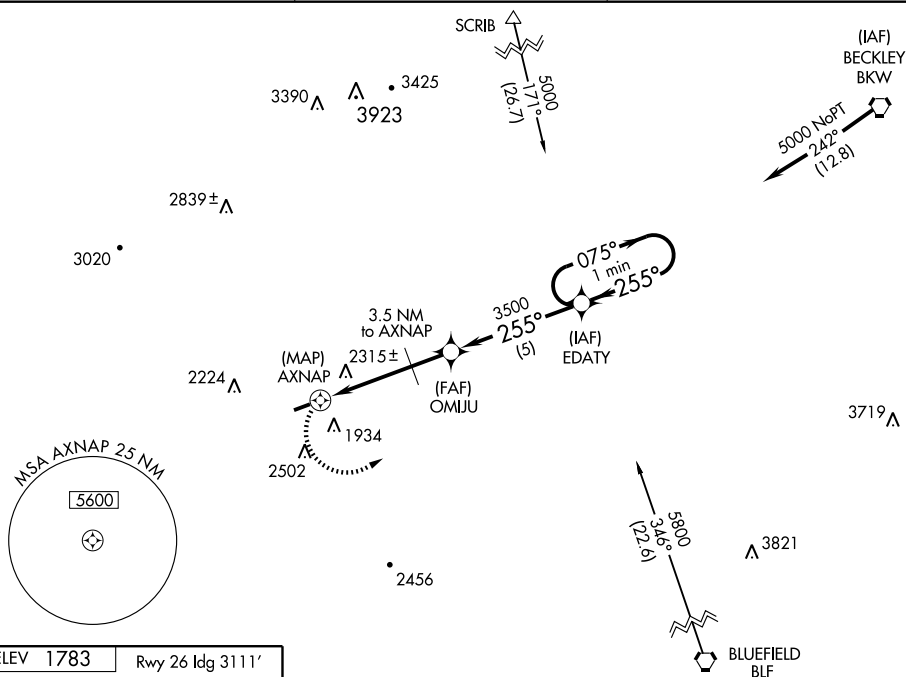
A NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct EDATY WP and hold.

AWOS-3
120,625

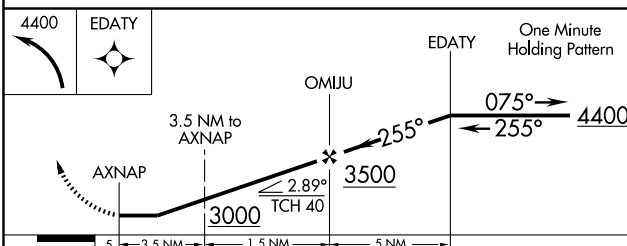
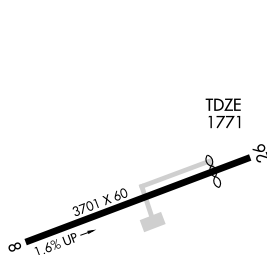
CHARLESTON APP CON
118.95 269.125

UNICOM
122.8 (CTAF) **L**



NE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 1783	Rwy 26 Idg 3111'
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CATEGORY	A	B	C	D
S-26	2580-1 809 (800-1)	2580-1¼ 809 (800-1¼)	2580-2¼ 809 (800-2¼)	NA
CIRCLING	2620-1 837 (900-1)	2620-1¼ 837 (900-1¼)	2620-2½ 837 (900-2½)	NA

BECKLEY ALTIMETER SETTING MINIMUMS

S-26	2740-1¼ 969 (1000-1¼)	2740-1½ 969 (1000-1½)	2740-3 969 (1000-3)	NA
CIRCLING	2760-1¼ 977 (1000-1¼)	2760-1½ 977 (1000-1½)	2780-3 997 (1000-3)	NA

MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

APP CRS	Rwy Idg	4000
246°	TDZE	643
	Apt Elev	643

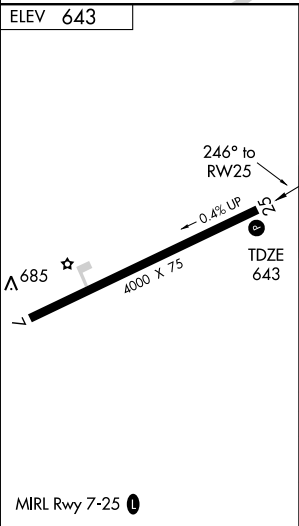
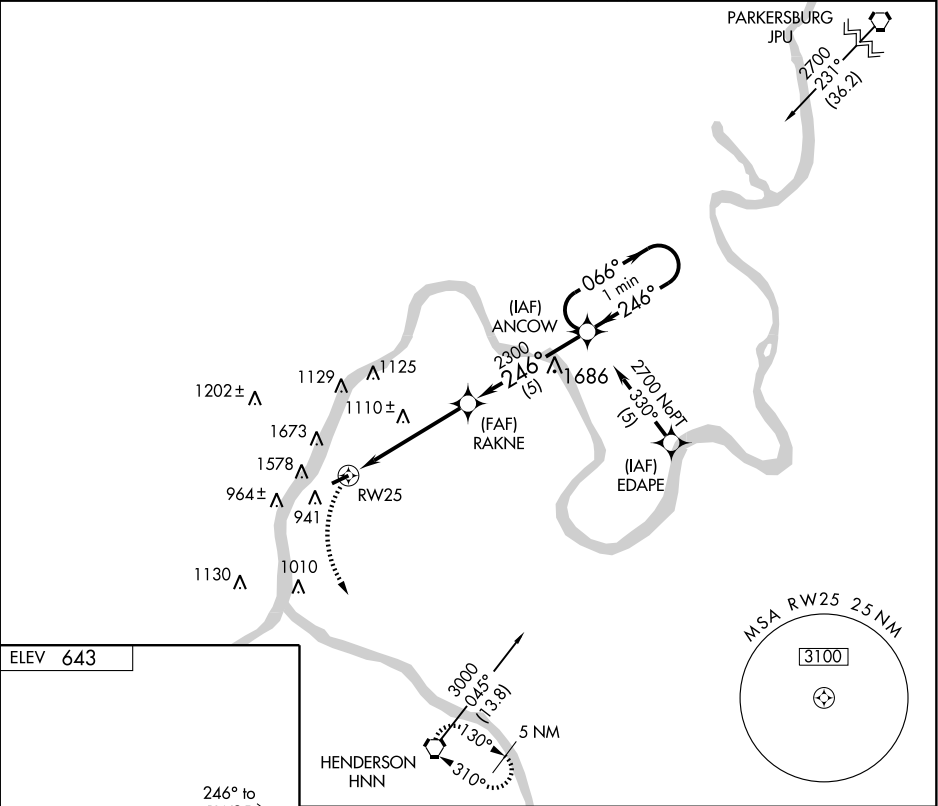
GPS RWY 25










POINT PLEASANT / MASON COUNTY (3I2)

  NA Circling NA northwest of Rwy 7-25.

MISSED APPROACH: Climbing left turn to 3000 direct HNN VORTAC and hold.

AWOS-3 119.675	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 
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<div><div>3000</div><div></div></div>		One Minute Holding Pattern		
<div><div><div>RW25</div><div></div></div><div><div>5 NM</div><div></div></div><div><div>5 NM</div><div></div></div></div>		<div><div><div>ANCOW</div><div></div></div><div><div>246°</div><div></div></div><div><div>246°</div><div></div></div><div><div>066°</div><div></div></div><div><div>2700</div><div></div></div></div>		
CATEGORY	A	B	C	D
S-25	1360-1	717 (800-1)	1360-2 717 (800-2)	1360-2 ¼ 717 (800-2 ¼)
CIRCLING	1360-1	717 (800-1)	1360-2 717 (800-2)	1360-2 ¼ 717 (800-2 ¼)

GPS RWY 4

RAVENSWOOD / JACKSON COUNTY (I18)

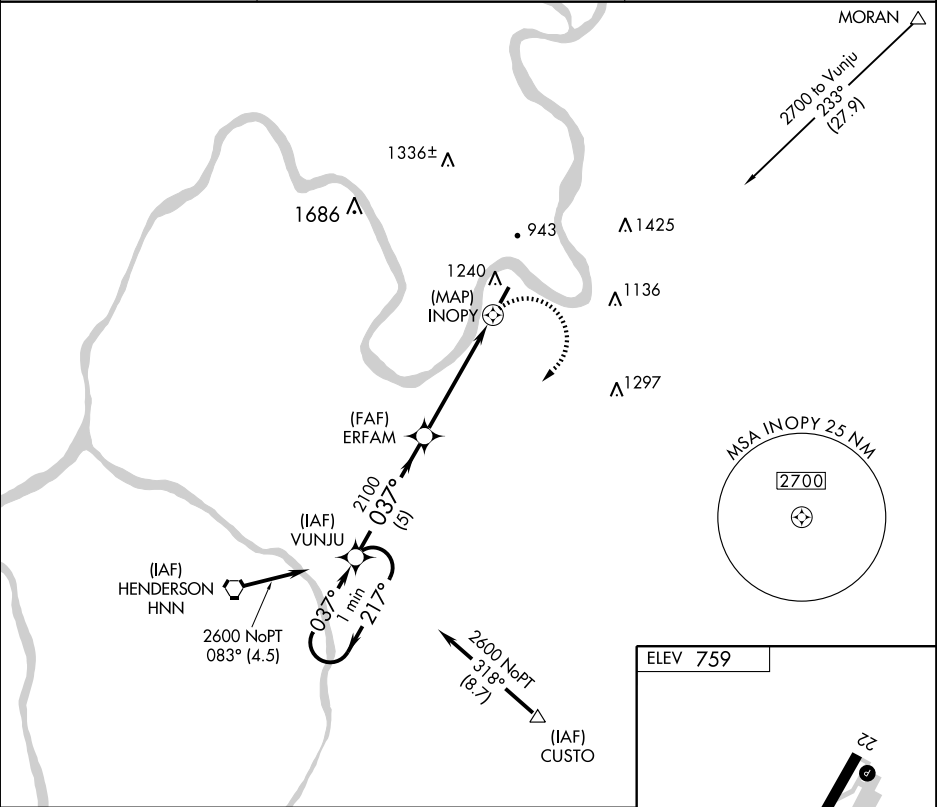
APP CRS	Rwy Idg	4001
037°	TDZE	754
	Apt Elev	759



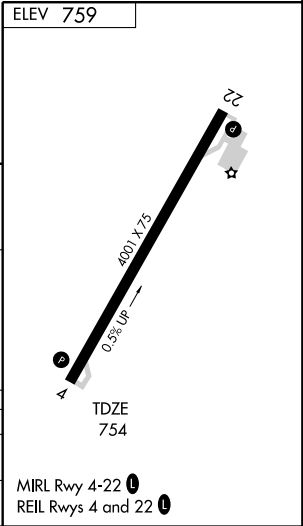
NA

MISSED APPROACH: Climbing right turn to 2600 direct VUNJU WP and hold.

AWOS-2 121.3	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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<div>One Minute Holding Pattern</div> <div><div>2600</div><div>←217°</div><div>037°→</div><div>VUNJU</div><div>037°</div><div>2100</div><div>ERFAM</div><div>INOPY</div><div>5 NM</div><div>5 NM</div><div>0.5</div></div>				
CATEGORY	A	B	C	D
S-4	1400-1	646 (700-1)	1400-1¾ 646 (700-1¾)	NA
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	NA



GPS RWY 22

RAVENSWOOD / JACKSON COUNTY (I18)

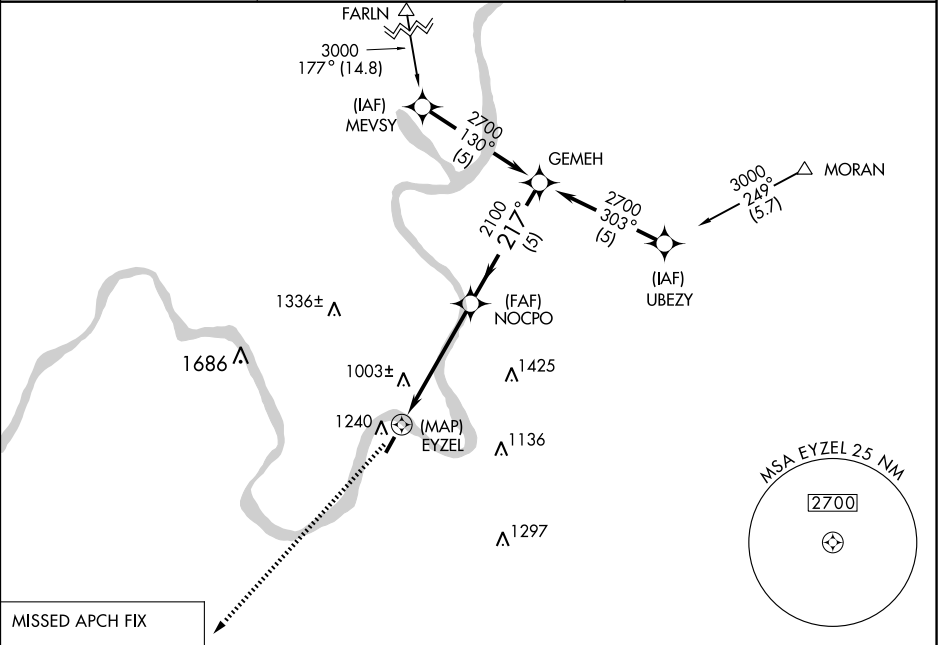
APP CRS	Rwy Idg	4001
217°	TDZE	759
	Apt Elev	759



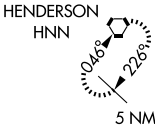
NA

MISSED APPROACH: Climb to 3000
direct HNN VORTAC and hold.

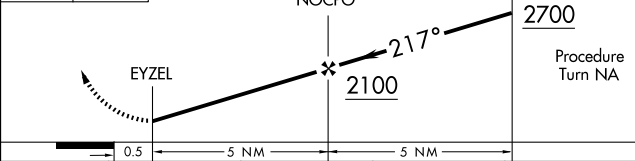
AWOS-2 121.3	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX

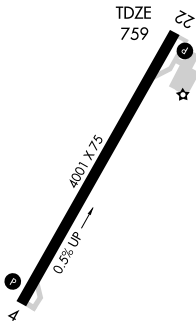


3000	HNN
↑	115.9



CATEGORY	A	B	C	D
S-22	1440-1 681 (700-1)		1440-2 681 (700-2)	NA
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	NA

ELEV 759



MIRL Rwy 4-22 0
REIL Rws 4 and 22 0

APP CRS	Rwy Idg	4553
100°	TDZE	928
	Apt Elev	928

RNAV (GPS) RWY 10

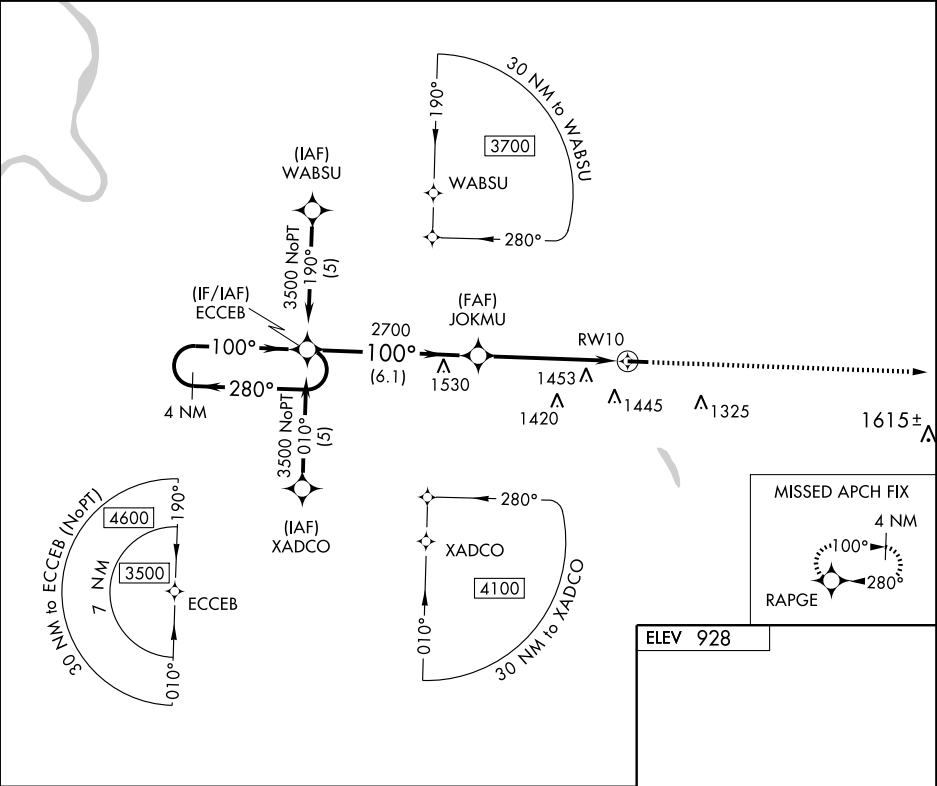
SPENCER/ BOGGS FIELD (14P)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Charleston altimeter setting and increase all MDA 80 feet and increase LNAV Cats A, C and D and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct RAPGE and hold.

CHARLESTON APP CON 124.1 269.125	UNICOM 122.725 (CTAF) 0
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4 NM Holding Pattern					3100	RAPGE
ECCEB					100° to RWY 10	4553 X 80
JOKMU					TDZE 928	28
RWY 10						
6.1 NM						
5.4 NM						
CATEGORY	A	B	C	D		
LNAV MDA	1740-1 812 (900-1)	1740-1¼ 812 (900-1¼)	1740-2½ 812 (900-2½)	1740-2¾ 812 (900-2¾)		
CIRCLING	1740-1 812 (900-1)	1740-1¼ 812 (900-1¼)	1820-2¾ 892 (900-2¾)	1820-3 892 (900-3)		

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

RNAV (GPS) RWY 28

SPENCER/ BOGGS FIELD (14P)

MISSED APPROACH: Climb to 3500 direct ECCEB and hold.

UNICOM
122.725 (CTAF) **L**

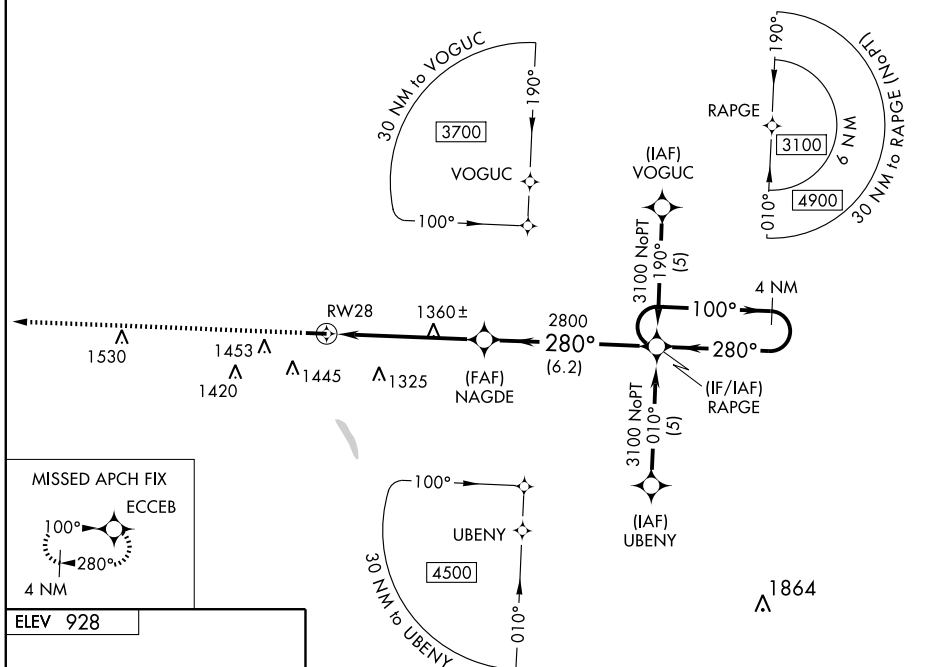


Diagram illustrating the 4 NM Holding Pattern for RWY 28. The pattern is defined by a 3.05° TCH 41. The holding pattern is a 4 NM pattern. The diagram also shows the 3500' and ECCEB (Elevated Clearance) limits. The holding pattern is defined by a 3.05° TCH 41. The pattern includes a 280° turn to RWY 28, a 280° turn to the holding pattern, and a 100° turn to the holding pattern. The holding pattern is a 4 NM pattern. The diagram also shows the 3500' and ECCEB (Elevated Clearance) limits.

▼

▲ NA

Use Charleston altimeter setting, when not received procedure NA. Procedure NA at night.

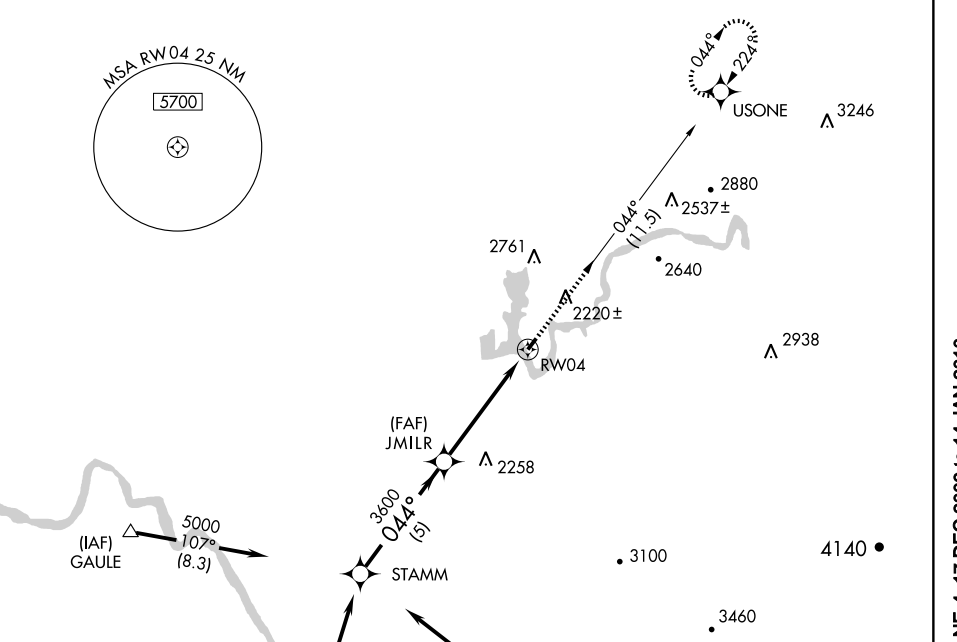
MISSED APPROACH: Climb to 4500 via 044° course to USONE WP and hold.

CHARLESTON APP CON

119.2 269.125

UNICOM

122.8 (CTAF) 1



STAMM

5000

044°

JMLR

3600

3.30° TCH 40

RW04

4500

USONE

CRS 044°

ELEV 1820

3015 X 50

0.4% UP

TDZE 1820

044° to RW04

MIRL Rwy 4-22 1

REIL Rws 4 and 22

CATEGORY	A	B	C	D
S-4	2900-1¼ 1080 (1100-1¼)	2900-1½ 1080 (1100-1½)	2900-3 1080 (1100-3)	NA
CIRCLING	2900-1¼ 1080 (1100-1¼)	2900-1½ 1080 (1100-1½)	2900-3 1080 (1100-3)	NA

GPS RWY 22
SUMMERSVILLE (SXL)

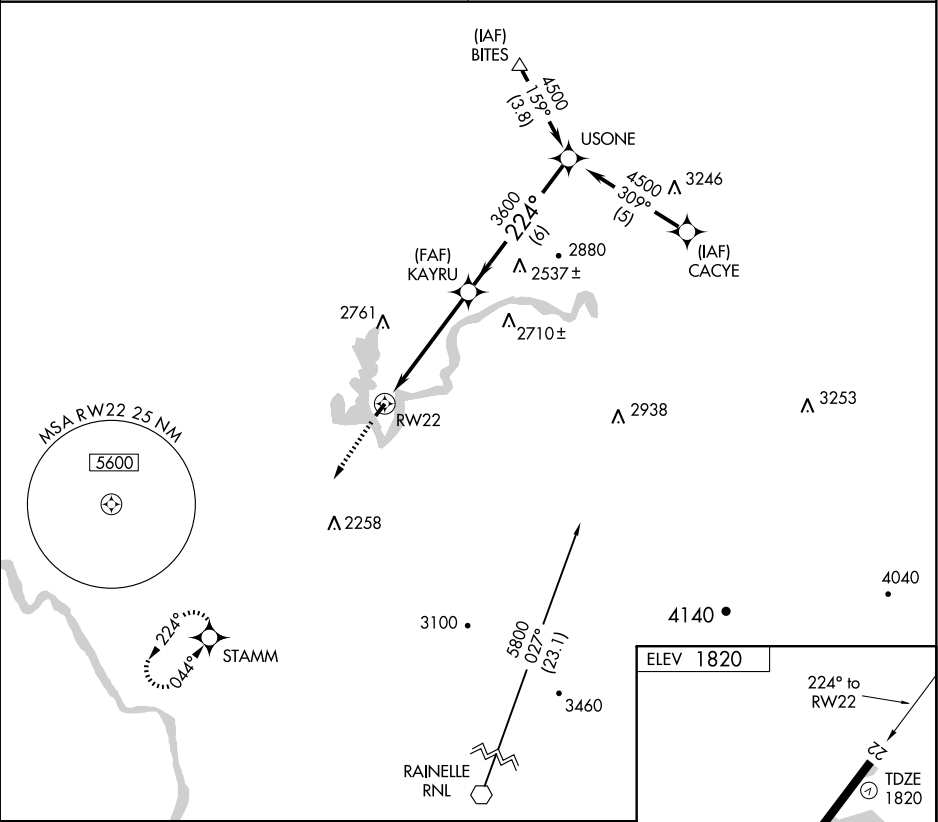
APP CRS	Rwy Idg	3015
224°	TDZE	1820
	Apt Elev	1820

V Use Charleston altimeter setting, when not received
NA procedure NA. Circling to Rwy 4 NA at night.

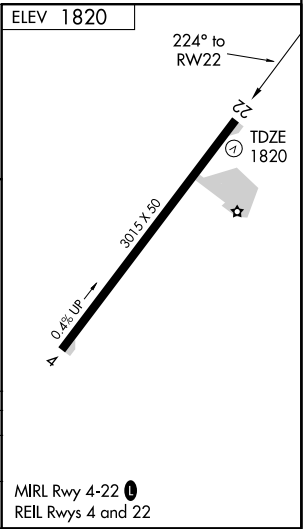
MISSED APPROACH: Climb to 5000
direct STAMM WP and hold.

CHARLESTON APP CON
119.2 269.125

UNICOM
122.8 (CTAF) **0**



5000	STAMM	VGSI and descent angles not coincident.			
		USONE			
RWY22		KAYRU	224°	4500	Procedure Turn NA
		3600	3.28°	TCH 40	
5 NM		6 NM			
CATEGORY	A	B	C	D	
S-22	3020-1¼ 1200 (1200-1¼)	3020-1½ 1200 (1200-1½)	3020-3 1200 (1200-3)	NA	
CIRCLING	3020-1¼ 1200 (1200-1¼)	3020-1½ 1200 (1200-1½)	3020-3 1200 (1200-3)	NA	



APP CRS
014°

Rwy Idg
TDZE
Apt Elev

3586
1270
1275

RNAV (GPS) RWY 1
SUTTON / BRAXTON COUNTY (48I)

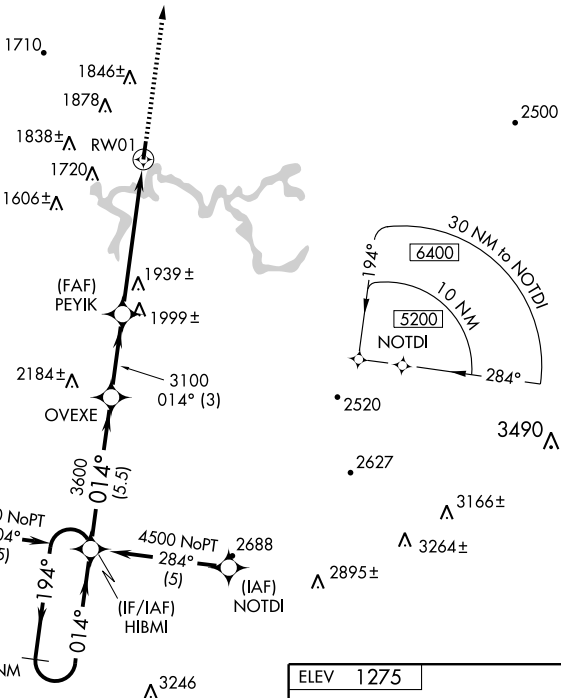
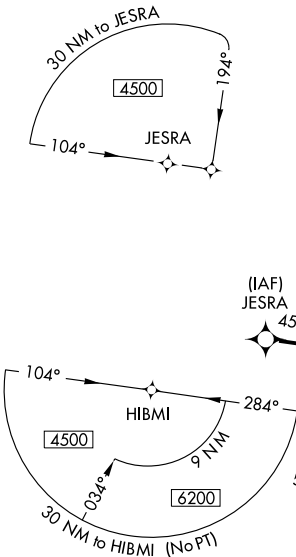
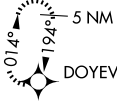
Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct DOYEV and hold.

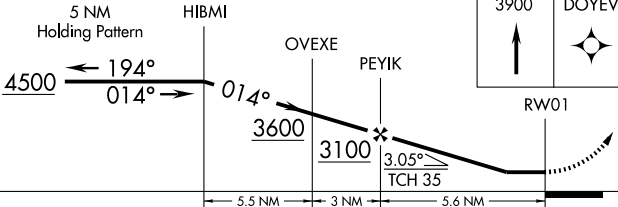
CLARKSBURG APP CON ★
121.15 269.375

CTAF
122.9

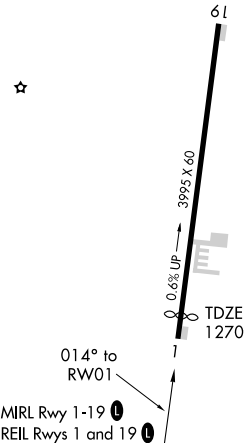
MISSED APCH FIX



ELEV 1275



CATEGORY	A	B	C	D
LNAV MDA	2200-1 ¼ 930 (1000-1 ¼)	2200-2 ¾ 930 (1000-2 ¾)	2200-2 ¾ 930 (1000-2 ¾)	NA
CIRCLING	2200-1 ¼ 925 (1000-1 ¼)	2200-2 ¾ 925 (1000-2 ¾)	2200-2 ¾ 925 (1000-2 ¾)	NA



Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HIBMI and hold.

CLARKSBURG APP CON ★

121.15 269.375

CTAF

122.9 0

ELEV 1275

194° to RW19

TDZE 1275

61

3995 X 60

0.6% UP

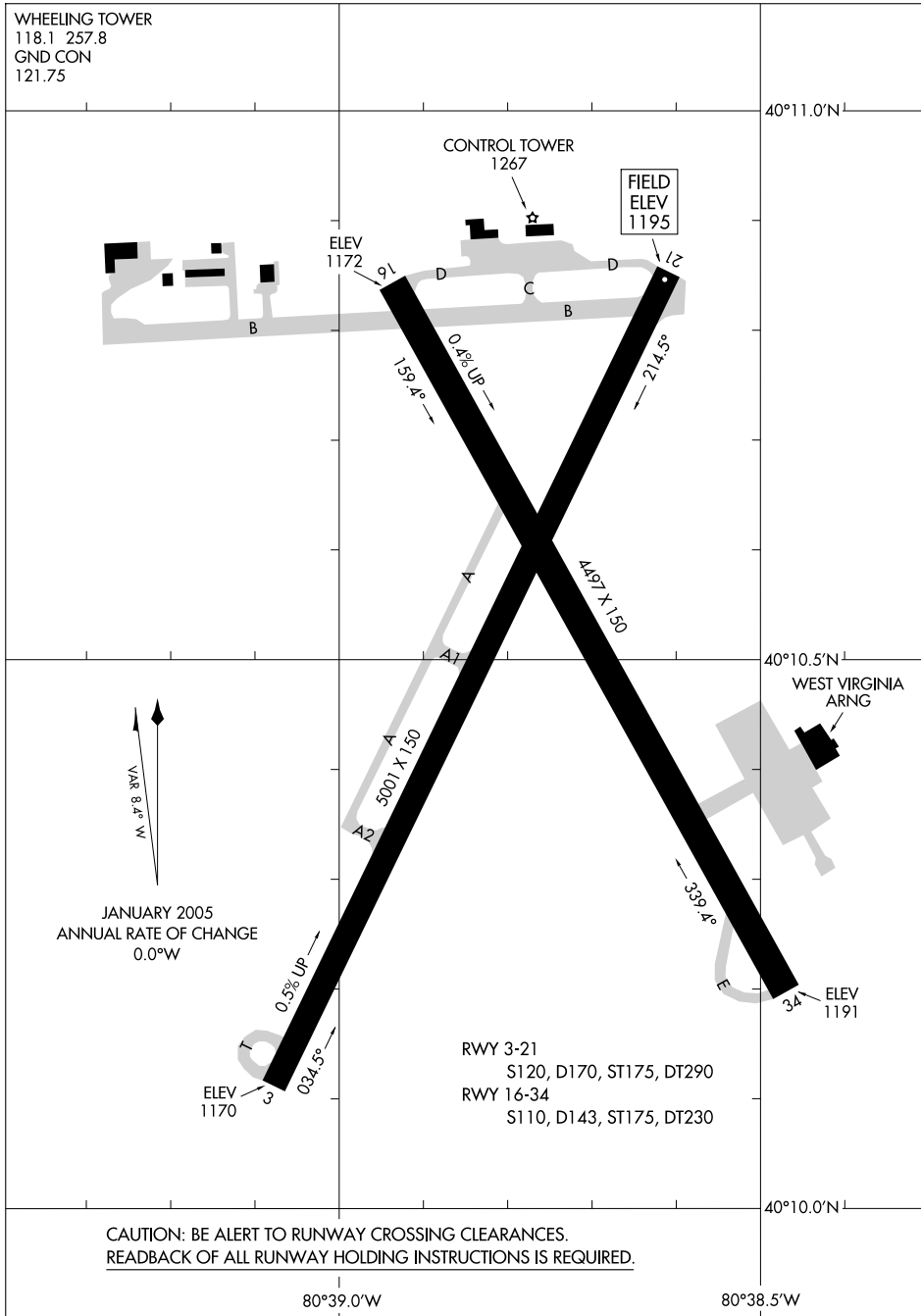
1

4500	HIBMI	DOYEV	5 NM Holding Pattern	
RW19	FORIV	194°	014° → 3900	
3.04°	TCH 35	3000	VGSI and descent angles not coincident.	
5.2 NM	6 NM			
CATEGORY	A	B	C	D
LNAV MDA	2060-1 785 (800-1)	2060-1 ¼ 785 (800-1 ¼)	2060-2 ¼ 785 (800-2 ¼)	NA
CIRCLING	2060-1 785 (800-1)	2080-1 ¼ 805 (900-1 ¼)	2180-2 ¾ 905 (1000-2 ¾)	NA

NE-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-650 (FAA)

WHEELING OHIO COUNTY (HLG)
WHEELING, WEST VIRGINIA

LOC I-HLG 109.7	APP CRS 033°	Rwy Idg TDZE Apt Elev	5001 1171 1195
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ILS or LOC RWY 3

WHEELING OHIO COUNTY (HLG)

▼ DME or Radar required. Autopilot coupled approach NA below 1401.
▲ Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC 3 Cat C. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and S-LOC 3 Cats C/D and Circling Cats C/D and YIZQI Fix Minimums S-LOC 3 Cat D and Circling Cat D visibilities ¼ mile. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC 3 Cat C when using Washington, PA altimeter setting.

MALSF



MISSED APPROACH:

Climb to 1700 then climbing right turn to 3000 direct HLG VOR/DME and hold.

ASOS
127.375PITTSBURGH APP CON
125.275 285.575WHEELING TOWER ★
118.1(CTAF) 0257.8GND CON
121.75UNICOM
122.95

MSA HLG 25 NM

3100

LOCALIZER 109.7
I-HLG(IAF)
CESKA
HLG 10.9
RADAR

1459±

1530±

3100 NoPT
100° (3.1)

2025

033°

16.1

(IF)
BOGGS
INT

R-100

168°

3.48°

213°

10 NM

1367

1413

1600±

1317±

1459±

1530±

1600±

168°

3.48°

213°

10 NM

WHEELING
112.2 HLG
Chan 59

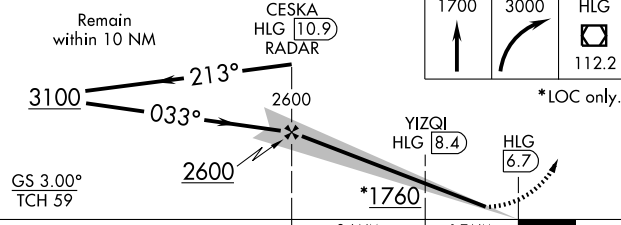
MISSED APCH FIX

WHEELING
HLG 112.2
Chan 59

ALTERNATE MISSED APCH FIX

BELLARE
AIR 117.1
Chan 118

Procedure NA for arrivals
on AIR VOR/DME airway
radials 334 CW 158.



CATEGORY	A	B	C	D
S-ILS 3		1371-3/4	200 (200-3/4)	
S-LOC 3	1760-3/4	589 (600-3/4)	1760-1 1/2 589 (600-1 1/2)	1760-1 3/4 589 (600-1 3/4)
CIRCLING	1760-1	565 (600-1)	1760-1 1/2 565 (600-1 1/2)	1900-2 1/4 705 (800-2 1/4)
YIZQI FIX MINIMUMS				
S-LOC 3	1580-3/4	409 (400-3/4)	1580-1 1/4	409 (400-1 1/4)
CIRCLING	1720-1	525 (600-1)	1740-1 1/2 545 (600-1 1/2)	1900-2 1/4 705 (800-2 1/4)

ELEV 1195 HIRL Rwy 3-21

MIRL Rwy 16-34

REIL Rwy 21 and 34

TWR 1208

1214±

1267

0.48° UP

0.38° UP

5001 X 150

1192±

033° 4.3 NM from FAF

FAF to MAP 4.3 NM

Knots 60 90 120 150 180

Min:Sec 4:18 2:52 2:09 1:43 1:26

NESTO

N40°11.67'-W79°42.82'

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:

WEST FLOW-Expect clearance to cross at 10,000' and 250K. When Rwy 28 simultaneous approach is in use, expect clearance to cross at 9000'.

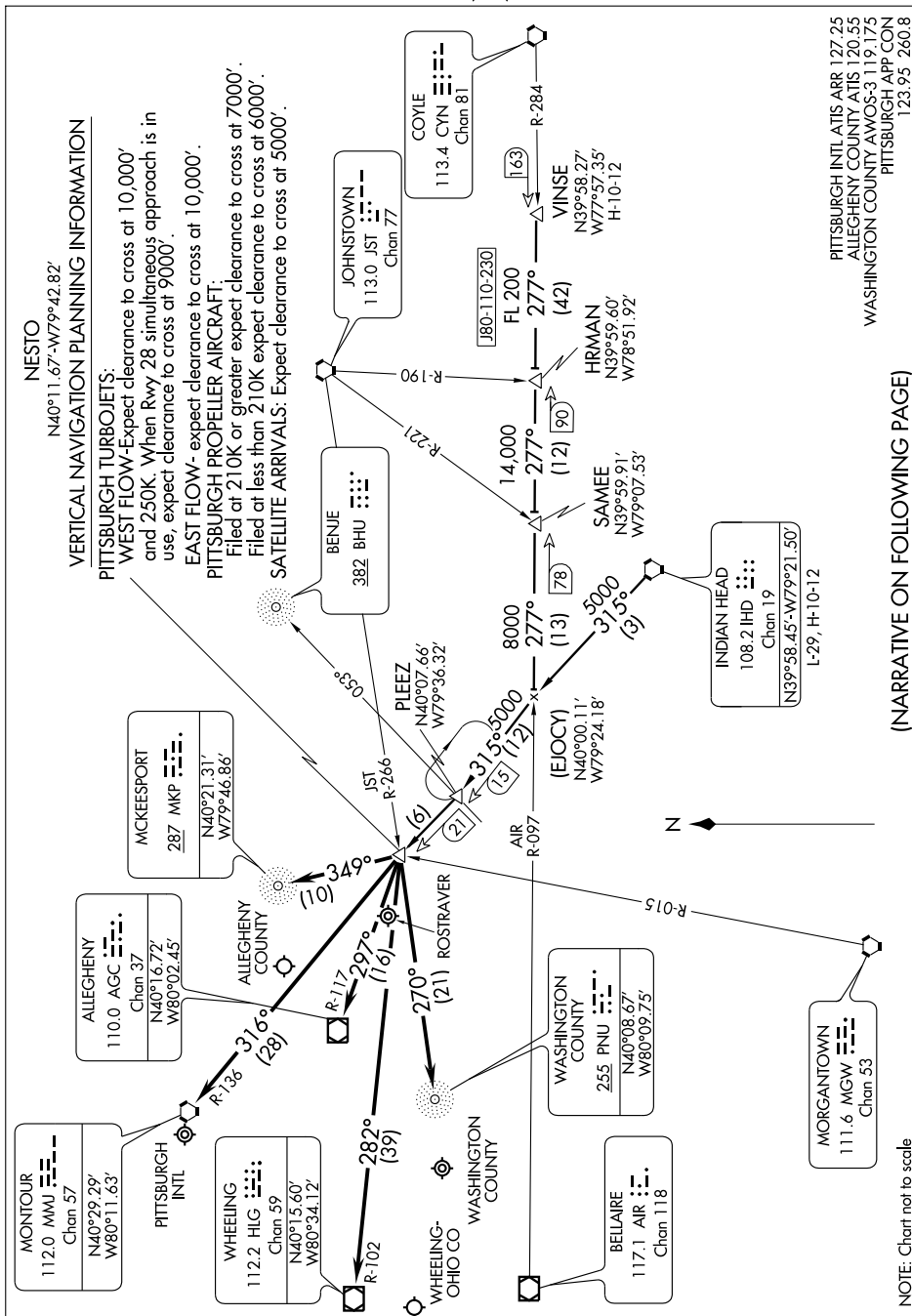
EAST FLOW- expect clearance to cross at 10,000'.

PITTSBURGH PROPELLER AIRCRAFT:

Filed at 210K or greater expect clearance to cross at 7000'.

Filed at less than 210K expect clearance to cross at 6000'.

TELETYPE ARRIVALS: Expect clearance to cross at 5000'.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

WAAS CH 90513 W03A	APP CRS 033°	Rwy Idg 5001 TDZE 1171 Apt Elev 1195
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RNAV (GPS) RWY 3
WHEELING OHIO COUNTY (HLG)

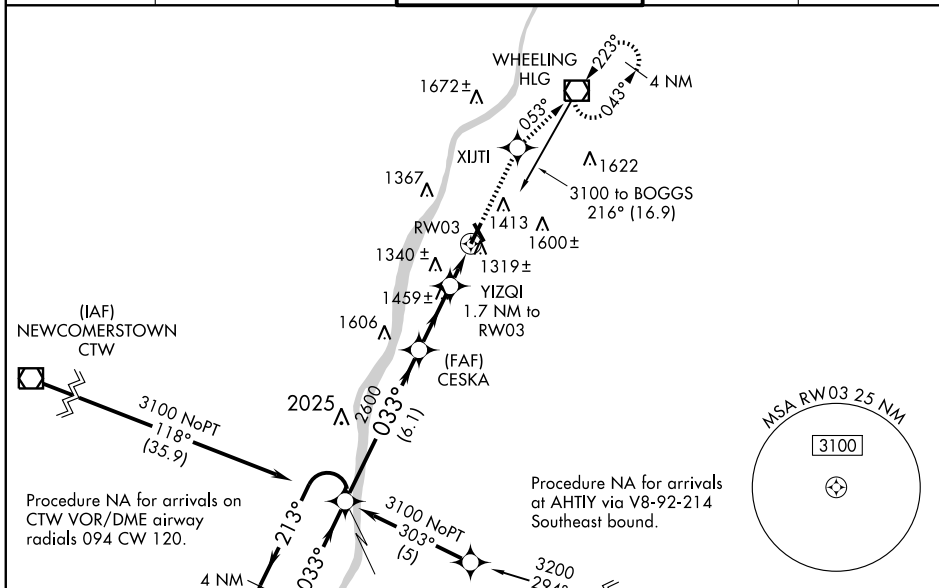
⚠ Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and Circling, Cat D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C when using Washington, PA altimeter setting. VDP and Baro-VNAV NA when using Washington, PA altimeter setting.

MALSF



MISSED APPROACH:
Climb to 3100 direct XIJTI
and via track 053° to
HLG VOR/DME and hold.

ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1(CTAF) 0257.8	GND CON 121.75	UNICOM 122.95
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4 NM Holding Pattern BOGGS

3100 ← 213°
033° →

GS 3.00°
TCH 59

2600

CESKA 2600

YIZQI 1.7 NM to RW03

*LNAV only.

*1.2 NM to RW03

RW03

6.1 NM

2.6 NM

0.5 NM

1.2

CATEGORY	A	B	C	D
LPV DA	1371-3/4	200 (200-3/4)		
LNAV/VNAV DA	1646-13/4	475 (500-13/4)		
LNAV MDA	1600-3/4 429 (500-3/4)	1600-1/4 429 (500-1/4)	1900-2/4 705 (800-2/4)	
CIRCLING	1720-1 525 (600-1)	1740-1/2 545 (600-1/2)		

3100 XIJTI trk 053° HLG

(IF/IAF) BOGGS AMNOV (12.9)

AHTIY

ELEV 1195

HIRL Rwy 3-21

MIRL Rwy 16-34

REIL Rwy 21 and 34

TWR 1208

1214±

1267

0.4% Up

0.5% Up

3001 X 150

4497 X 150

TDZE 1171

1192±

1215±

1350

033° to RW03

APP CRS	Rwy Idg	4497
158°	TDZE	1178
	Apt Elev	1195

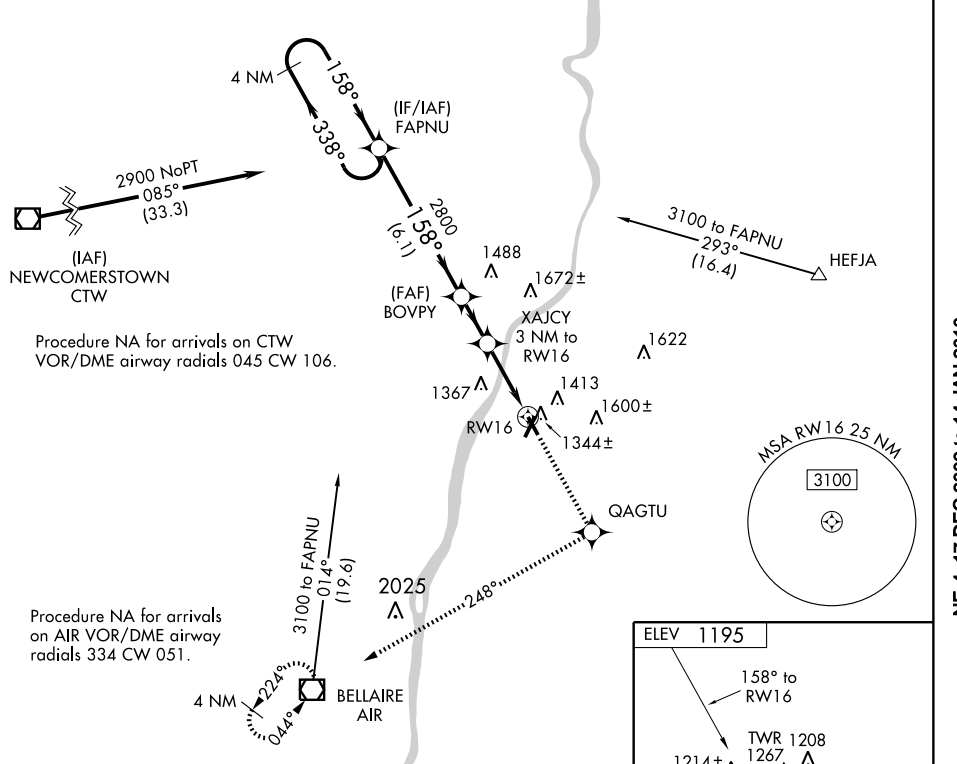
▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in/Circling Rwy 16 procedure NA at night. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cat D and Circling Cat D visibilities ¼ mile.

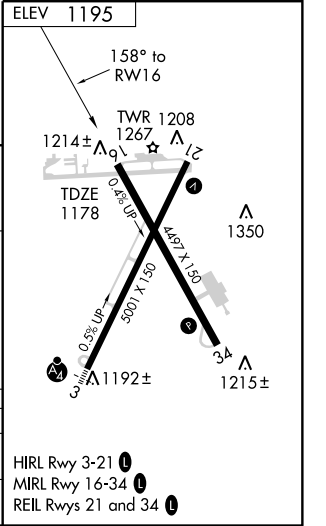
⚠

MISSED APPROACH: Climb to 3100 direct QAGTU then via track 248° to AIR VOR/DME and hold.

ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1(CTAF) 257.8	GND CON 121.75	UNICOM 122.95
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CATEGORY	4 NM Holding Pattern FAPNU		3100	QAGTU	AIR
			↑	✦	irk 248°
	2900 ← 338° → 158° → 2800		BOVPPY	XAJCY 3 NM to RW16	RW16
	6.1 NM		1.9 NM	3 NM	
LNAV MDA	1680-1	502 (500-1)	1680-1½	502 (500-1½)	
CIRCLING	1720-1	525 (600-1)	1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)	



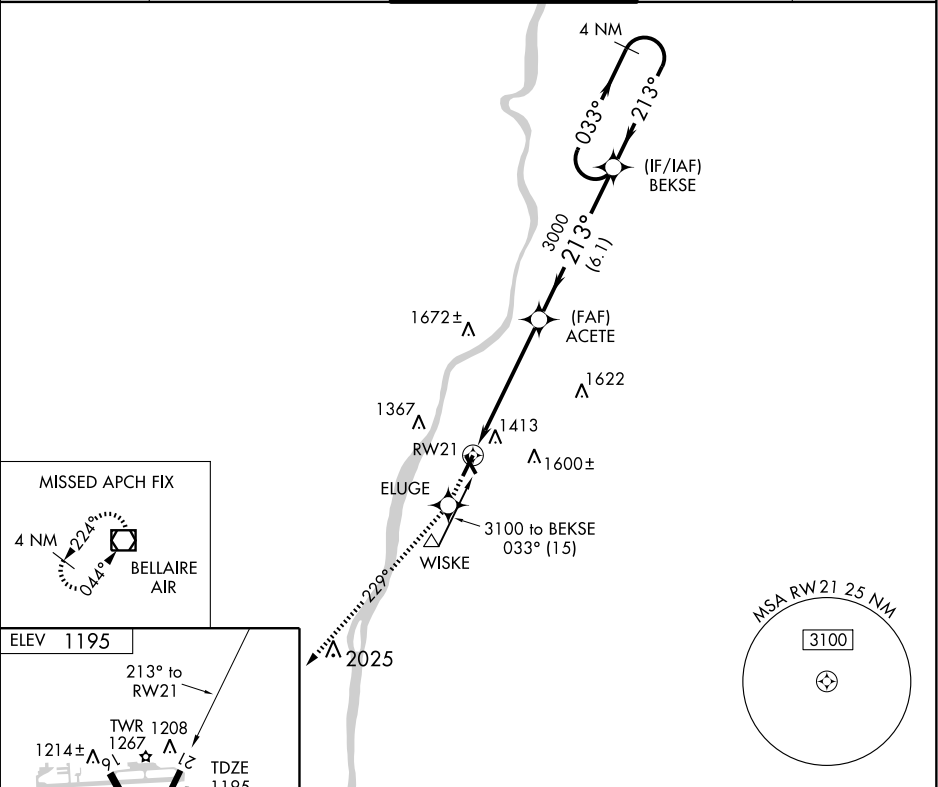
NE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
213°	TDZE	1195
	Apt Elev	1195

RNAV (GPS) RWY 21
WHEELING OHIO COUNTY (HLG)

<p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 3100 direct ELUGE and via track 229° to AIR VOR/DME and hold.</p>
--	--

ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1(CTAF) 257.8	GND CON 121.75	UNICOM 122.95
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HIRL Rwy 3-21 **(1)**
MIRL Rwy 16-34 **(1)**
REIL Rwy 21 and 34 **(1)**

3100 ↑	ELUGE ✦	trk 229° □	AIR ◻
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APP CRS	Rwy Idg	4497
338°	TDZE	1191
	Apt Elev	1195

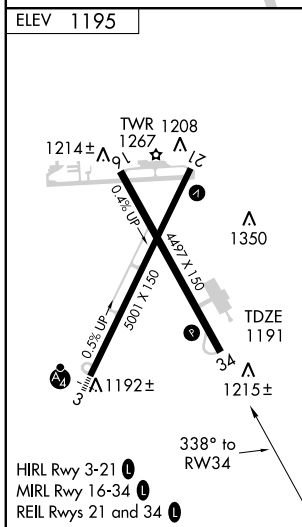
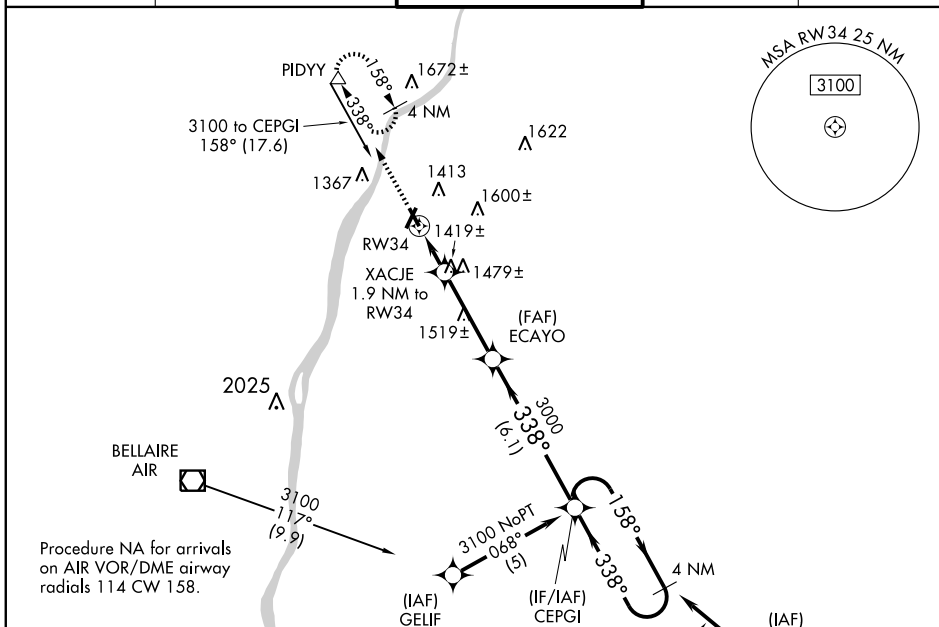
RNAV (GPS) RWY 34

WHEELING OHIO COUNTY (HLG)

When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3300 direct PIDYY and hold.

ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1(CTAF) 0 257.8	GND CON 121.75	UNICOM 122.95
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	3300	PIDYY	△	
	XACJE 1.9 NM to RW34	ECAYO	CEPCI	4 NM Holding Pattern
	1820	3000	3100	
	1.9 NM	3.6 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1680-1	489 (500-1)	1680-1¼ 489 (500-1¼)	1680-1½ 489 (500-1½)
CIRCLING	1720-1	525 (600-1)	1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

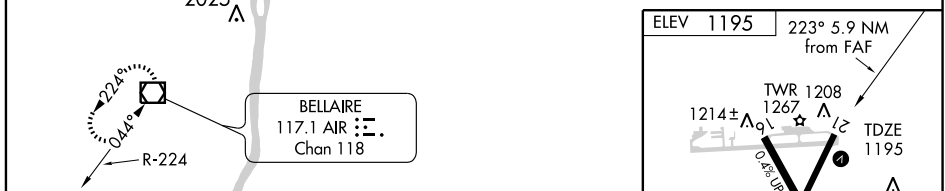
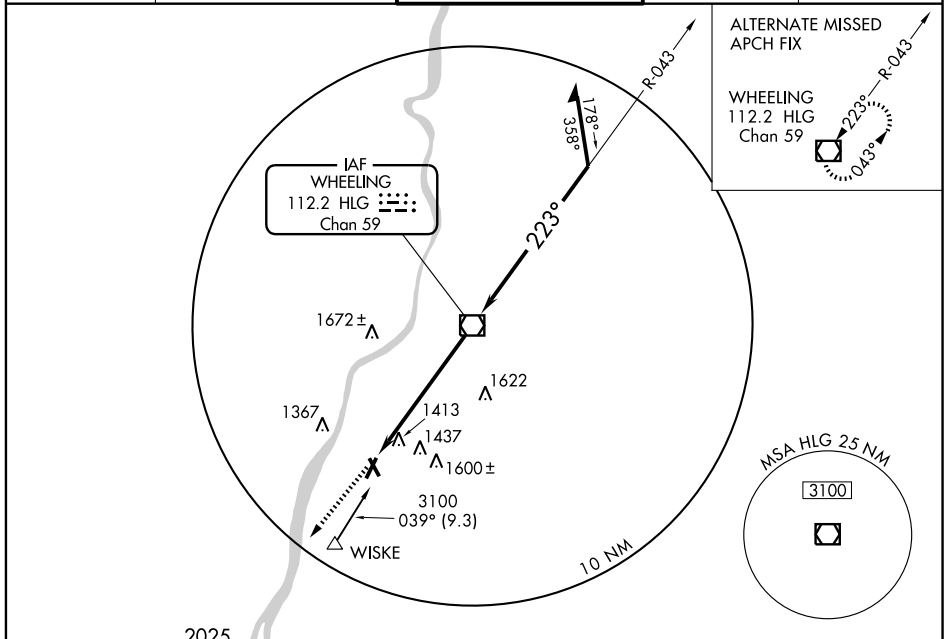
VOR/DME HLG 112.2 Chan 59	APP CRS 223°	Rwy Idg TDZE Apt Elev	5001 1195 1195
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VOR RWY 21

WHEELING OHIO COUNTY (HLG)

<p>Visibility reduction by helicopters NA.</p> <p>If local altimeter setting not received, use Washington, PA altimeter setting and increase all MDAs 40 feet.</p>	<p>MISSED APPROACH: Climb to 3100 direct AIR VOR/DME and hold.</p>
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ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1(CTAF) 0 257.8	GND CON 121.75	UNICOM 122.95
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3100	AIR 117.1	VOR/DME	Remain within 10 NM	043°	3100
HLG 5.9	2.98° TCH 52	5.9 NM			
CATEGORY	A	B	C	D	
S-21	1700-1	505 (600-1)	1700-1½	505 (600-1½)	
			1740-1½	1900-2¼	
			545 (600-1½)	705 (800-2¼)	
CIRCLING	1720-1	525 (600-1)			
FAF to MAP 5.9 NM					
Knots					
	60	90	120	150	180
Min:Sec					
	5:54	3:56	2:57	2:22	1:58